



NAVY NEWS

AUGUST 2017

Royal ascent

● THE nation's future flagship HMS Queen Elizabeth ploughs through the North Sea during her sea trials – a milestone for the Royal Navy's biggest-ever warship

Picture: LPhot Caroline Davies



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Eyewitnesses in awe as the Royal Navy's 'A sight w

THIS is Britain's biggest warship. At sea. In the relatively sheltered waters of Kirkcaldy Bay. Buzzed by a Merlin.

Nearly two decades after she was conceived, ten years after she was ordered, eight years after the first steel was cut and three years after the Queen formally named her, the Royal Navy's largest ever warship made her debut on the Seven Seas.

After a delicate operation to manoeuvre her out of the lock at Rosyth (just 14 inches to spare either side and 19½ inches separating the keel from the lock bottom), a wait of several hours for the tide to go out and an equally-tight passage beneath the three iconic Forth crossings (the pole mast lowered at a 60° angle gave the ship half a dozen feet of clearance), the future flagship finally reached open waters to begin her sea trials.

She spent the first couple of days sailing just off the coast of Fife before striking out into the North Sea and Moray Firth.

As Britain's most prized surface ship – a national



Main picture: Lt Dom Rotherham, B20 NAS

Other images: LPhoto Caroline Davies, PO Photo Ray Jones, OC Georgi Morton, Lt Thomas Parsons, and Peter Devlin, BAE Systems;



biggest warship makes her debut at sea we will never forget'

investment - at over £3bn and ten years' labour and engineering - the 65,000-tonne leviathan, and her 700 sailors, led by Commanding Officer Capt Jerry Kyd, plus 200 industry contractors, needed chaperones.

Merlins from 820 Naval Air Squadron decamped to Lossiemouth to provide the carrier with anti-submarine protection, assisted by Type 23 frigates HMS Sutherland and HMS Iron Duke.

The Fighting Clan was first on the scene. "Seeing her on the ocean waves for the first time is a sight we will never forget," Sutherland's CO Cdr Andrew Canale enthused.

"This is a new chapter in the history of the Royal Navy."

His Merlin Mk2 was sent aloft to monitor the waters of the Forth Estuary - and enjoy a bird's eye view of the initial trials.

"As an observer in the Fleet Air Arm, seeing her from the air for the first time brought home to me the scale of the future flagship and the power she will represent overseas," said an impressed Lt Dom Rotherham, the Merlin's observer.

"We were charged with securing the seas around HMS Queen Elizabeth to make sure she is safe to conduct her sea trials."

"It is a privilege to fly from Sutherland's flight deck - but I'm also excited to one day operate from HMS Queen Elizabeth."

Tomorrow's flagship truly became an aircraft carrier at the end of the first week of trials as a Merlin helicopter landed on her enormous flight deck for the first time.

Although sea trials are designed to test the carrier's engines and propulsion systems, plus the ship's ability to produce fresh water, cope with sewage, feed the crew, and supply those on board with electricity, there was also the small matter of testing the flight deck systems, lighting, displays, lashings and landing spots - and the sailors responsible for them.

It fell to 26-year-old pilot Lt Luke Wraith from Yorkshire to set the 820 Naval Air Squadron helicopter safely down on her flight deck.

He had four acres - almost the size of three football pitches - to aim for, where experienced

aircraft handlers were waiting to guide the young pilot safely in and then lash the helicopter down.

"I was pretty nervous - not about making a safe landing, but knowing that every other pilot in the Navy would watch the footage and critique it," said Lt Wraith. "I'm actually quite surprised it ended up being me because I only got my flying wings 18 months ago - I was expecting it to be someone much more senior."

"It was an absolute privilege. A lot of people have put in a lot of work to get us to this point - on the squadron, on the ship, and in industry - because Queen Elizabeth is a completely new beast to us."

Watching the historic landing from the ship's 'aircraft control tower' - Flyco - in the rear of HMS Queen Elizabeth's unique two 'islands' was the man in charge of all her flying operations, Cdr Mark Deller.

His team trained around the world - on simulators, on US Navy carriers and on a mock-up flight deck at RNAS Culdrose in Cornwall - to ensure they were ready for the first helicopter.

"I sense all my team are pleased to be off the wall and back at sea, doing what we do best - there are smiles everywhere on deck and that's a good sign," Cdr Deller said.

"Operating live helicopters adds another dimension to our understanding of how our flight deck behaves."

"We've proven our initial ability to operate aircraft safely. Now our main focus is getting the ship and all her systems fully tested and set to work ready to commence full fixed-wing flying trials next year."

Also observing was Capt Kyd who regarded the inaugural landing as "the beginning of the ship's life as the nation's flagship".

He continued: "It's been a demanding but proud and exciting time for us. The ship is bustling with activity and it's been fantastic to see this extend now to the flight deck just four days after sailing."

For the historical record, there were five people in the first aircraft to land on the carrier. Lt Wraith was joined in the cockpit by his squadron's senior pilot Lt Cdr Steve Moseley, observer Lt Chris Bugg and aircrewmen POs Nigel Stockdale and Jonathan Holding.

"To have a 'first' in your log book is very special, but to have the first landing on the largest warship ever built for the Royal Navy is something very special indeed," said Lt Cdr Moseley, a graduate of the US Navy's Test Pilot School.

"We were the final link in the chain in a process that has involved thousands of people all working very hard towards this iconic occasion."

"The challenge for us was to be prepared for any eventuality, but also to have faith in the team whose job it has been to ensure that carrier aviation is as safe as possible."

Days later it was a case of little and large as two of the smallest vessels in the Royal Navy paid a fleeting visit to the carrier in the Moray Firth.

Patrol boats HMS Dasher and Pursuer are 1,200 times smaller - by displacement - than the future flagship.

Just 54 tonnes each, the 68ft craft carry just five crew and around a dozen students from universities around the UK, giving them a three-year sample of life in the Royal Navy.

They're barely half the width of the carrier - 128ft across at the waterline, nearly 240ft on the vast flight deck - and even at full pelt (21 knots or 24mph) cannot keep up with Queen Elizabeth which can reach 25 knots.

Dasher, which serves Bristol's universities, and Pursuer (Glasgow and Strathclyde) were heading for Orkney and commemorations to mark the 100th anniversary of the loss of WW1 battleship HMS Vanguard.

As they neared Invergordon, the duo found the carrier waiting for the tide before entering the one-time naval base to take on fuel and supplies.

"This presented an opportunity to make a little bit of history that simply could not be missed by the 1st Patrol Boat Squadron," said Lt Andrew Osborne, Dasher's Commanding Officer.

"In company with Pursuer 50 yards on the beam closing at 20kts, the carrier presented a quite formidable sight. We were fortunate enough to be cleared to close and berth alongside her stern platform, the very first Royal Navy vessel to do so."

That stern platform where the two P2000 patrol boats berthed will be heavily used when the ship is at anchor; it's the main way of getting crew on and off via specially-built passenger launches.

Andrew and Pursuer's skipper Lt Thomas Parsons paid their respects to Capt Kyd while their crews and students enjoyed a whistle-stop tour of the carrier.

"The sheer scale of the flight deck and hangar impressed everyone without exception, as did the vantage point from the bridge," said Andrew.

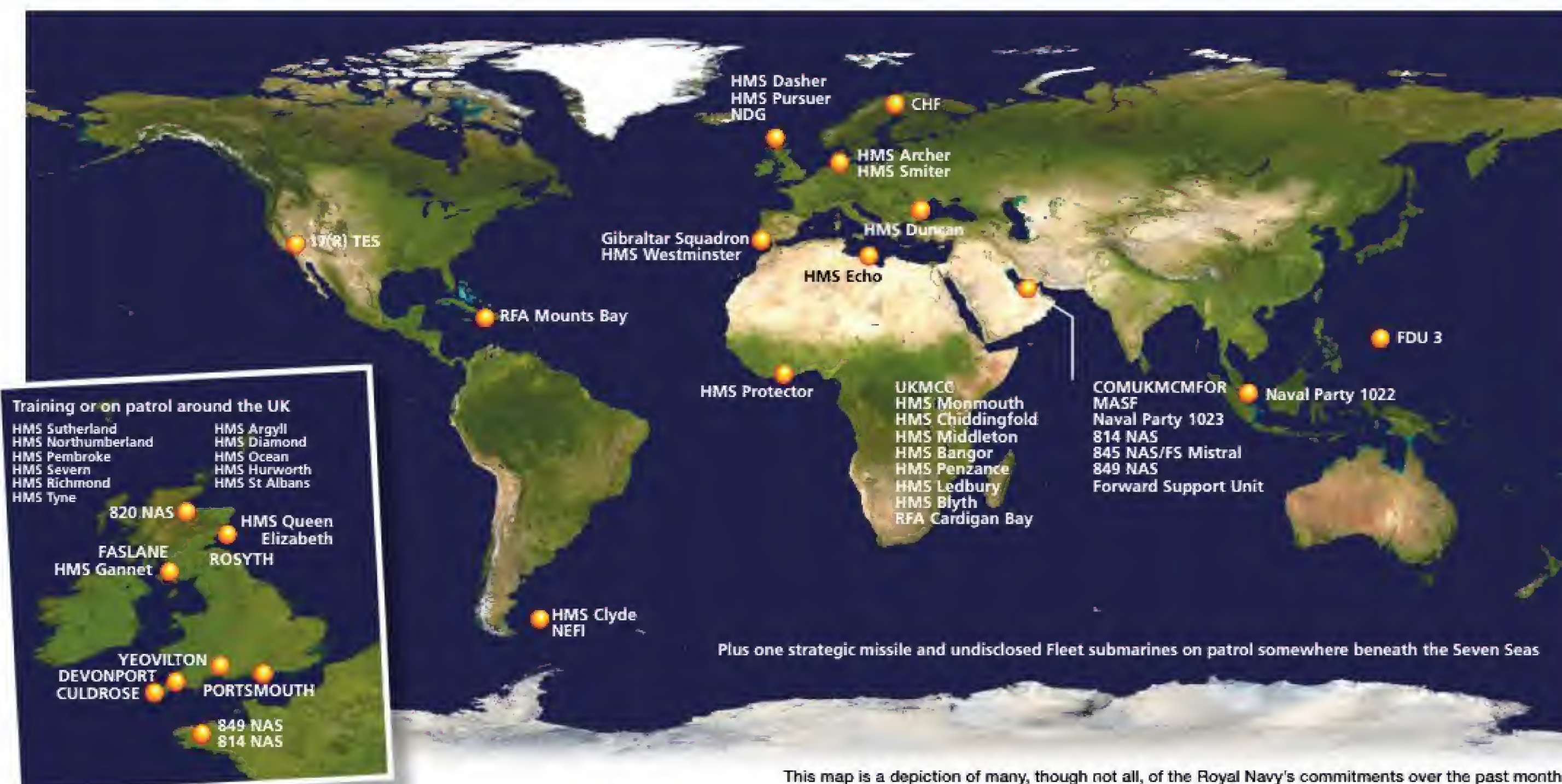
Dasher and Pursuer aren't the smallest vessels in the Navy to visit Queen Elizabeth; even smaller HMS Gleaner (48½ft long, a tiny 22 tonnes) called in at Rosyth last year as part of work surveying the waters of the Forth to ensure the carrier would be able to exit the dockyard safely.

HMS Queen Elizabeth then rendezvoused with Cunard's Queen Elizabeth, which was on a 13-night tour of the British Isles.

"To share the sea with the Royal Navy's lead ship of the Queen Elizabeth-class of aircraft carrier and the largest warship ever built for the UK is a pleasure and I would like to take this opportunity to wish Commander Kyd and his crew well with their sea trials," said Cunard's Capt Inger Klein Thorhaug.

■ F-35B ski-jump trials, see page 13





This map is a depiction of many, though not all, of the Royal Navy's commitments over the past month

THE main focus of this month's edition is the sailing of **HMS Queen Elizabeth** for sea trials (see pages 1, 2 and 3). The largest warship ever built for the Royal Navy left Rosyth to start her trials ahead of her arrival in her home port of Portsmouth later this year.

Next year she will embark her first **F-35B** Lightning II strike fighters, and Royal Navy personnel working on the testing programme in the USA achieved a major milestone as the first Fleet Air Arm F-35 pilot used a ski-jump for take-off (see page 13).

The first of the Royal Navy's next-generation frigates was being laid down (see page 7) as *Navy News* went to press after a £3.7bn order was placed for the first three **Type 26s**.

Type 45 destroyer **HMS Duncan** is leading a NATO task force in the largest naval exercise staged in the Black Sea (see page 5). She is in charge of eight warships at Sea Breeze 2017.

Commando Helicopter Force took five of its aircraft to Bardufoss in Norway (yes in the summer) to test the force's ability to deploy at short notice (see pages 18-19).

A Wildcat helicopter from **815 NAS** has proved it can deploy with the German Navy (see page 11) after seven weeks' intensive training aboard the frigate Lübeck.

A Wildcat from **HMS Monmouth** saved the last man from the sea after a tanker sank in the Indian Ocean (see page 6).

To the Med and survey ship **HMS Echo** has spent the past year operating as part of Operation Sophia, the EU's effort to deal with migrants and smugglers (see page 17). Visits to Sicily and Malta prompted the ship's navigator to delve into Echo's battle honours.

HMS Protector's crew showed off the Antarctic patrol ship's hi-tech kit to government officials in Ghana (see page 15). For three weeks the icebreaker gathered data about the waters of the Gulf of Guinea and west coast of Africa before visiting Tema.

Also enjoying warmer surroundings were personnel from **Fleet Diving Unit 3**, who deployed to Guam (see page 21) for a multinational maritime exercise.

Back in the UK and around one third of **Commando Logistics Regiment** decamped from its base in Chivenor, Devon, to Salisbury Plain for Exercise Green Dragon – a test of its ability to support 3 Cdo Bde (see page 9).

All eyes were on the skies over **RNAS Yeovilton** (see page 23) as the home of the Fleet Air Arm held its International Air Day.

More than 300 events took place for **Armed Forces Day** (see page 28), with the National Event taking place at Merseyside.

HMS Shoreham returned home to Faslane (see page 7) following her spring and summer stint with NATO, culminating in the large-scale Baltops 17 exercise.

The Royal Navy bid farewell to **HMS Torbay** (see page 6) as the Trafalgar-class submarine was decommissioned after 32 years' service.

Type 23 frigate **HMS Argyll** has had a train named after her (see page 15).

A unique oral history project about the training of naval officers at **Britannia Royal Naval College** is about to go on tour around the UK (see page 20).

Plans are being drawn up by the National Museum of the Royal Navy to capitalise on the tourism potential of the oldest British warship still afloat, **HMS Trincomalee**, in Hartlepool (see page 26).

A new pictorial book, featuring photographs never before published, records how England's relationship with the sea has shaped the country's landscape (see page 27).

Finally, the work of the Royal Navy's photographers, whose images form a key part of *Navy News*, was recognised at the annual **Peregrine Trophy** awards (see centre pages).

Eastward, look, the land is bright

VIEW BRIDGE from the

IN the latest of our monthly features on the future of the Royal Navy, we look at the Service's involvement in the East.

THE opening of a new British Naval facility in Bahrain later this year is a significant moment for the United Kingdom's relationship with the Gulf.

The Foreign Secretary recently declared that Britain is back East of Suez and HMS Jufair is proof – in bricks and mortar – of the Royal Navy's long-term commitment to a region that is vital to our own economic interests.

The UK is not alone. China's 'string of pearls' stretches from Sri Lanka and Pakistan, across the Indian Ocean to Djibouti and Oman, and on to Sudan, linking two of the fastest-growing economic regions in the world.

This begs the question of whether the Royal Navy's work in support of UK prosperity should end in the Gulf or whether we need to project further in support of our own national ambition.

The Asia-Pacific region contains two of the world's three largest economies and five of the largest 16.

If the UK does wish to forge new global trading partnerships outside the European Union, then this is where it must start. With economic opportunity, however, comes the expectation that the UK will also contribute to the security that underpins regional prosperity.

Across Asia-Pacific, our reputation remains high. The Royal Navy's legal and hydrographic expertise is, for example, a trusted source of advice in seeking a peaceful resolution to maritime territorial disputes in the South China Sea.

There are many other examples of low-level and niche activity, from the provision of liaison officers to the work of Flag Officer Sea Training.

However, reputation is not enough by



● A Merlin from 845 NAS operates off the French ship Mistral in the Pacific

itself – presence matters more. This year, two Royal Navy Merlin helicopters joined a French Task Group for a deployment across Asia-Pacific and next year, HMS Argyll will visit South East Asia for exercises under the Five Powers Defence Arrangements. As the first Royal Navy warship to visit the region in four years, this will be a significant opportunity for defence engagement, but it raises inevitable questions about what comes next.

Japan, an island nation like the UK, sees the Royal Navy as a natural partner and is eager to work with us, together with the US Navy, in areas such as amphibious operations and anti-submarine warfare.

South Korea wishes to cooperate in naval aviation and mine countermeasures and Singapore is interested in maritime security. Meanwhile, the Type 26 frigate is a genuine contender for both the Australian and New Zealand future frigate programmes and the Type 31e could meet the requirements of other navies.

So how do we capitalise on this? For a modest outlay of a few forward-deployed vessels and aircraft, France has considerable influence in the region.

The recent establishment of a British

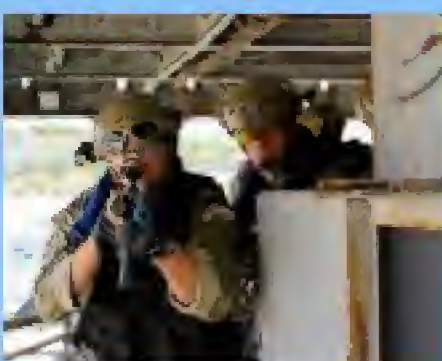
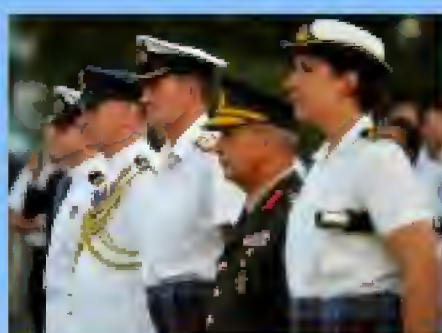
Defence Staff in Singapore is a sign that Defence is starting to consider options, and the Royal Navy has much to contribute.

The opening of a new port at Duqm in Oman will serve as a springboard for more frequent Royal Navy deployments across the Indian Ocean, and a visit by a Queen Elizabeth-class Carrier Strike Group in the 2020s would be a powerful sign of our ambition.

Looking further ahead, the UK retains berthing access in Singapore, where a small Naval Party has a significant impact through the support it provides to the US Navy and others. The government has stated it wants to grow the size of the Royal Navy and it would be perfectly possible to base Type 31e frigates in South East Asia, just as we do with smaller vessels in Bahrain and the Falklands today.

Of course, these things are not yet policy. They are examples of what we could do, and our long-term aspirations must be tempered against near-term challenges, particularly manpower recovery.

However, the fact remains: if our nation is serious about its global economic ambition, then we will need a global Navy to match – and the opportunities are there, should we wish to use them.



Breezing into the Black Sea

HMS Duncan led a NATO task force through one of the largest naval exercises staged in the Black Sea.

Hosted in and off the Bulgarian port of Varna – with the climax played out before the Balkan country's leaders – Breeze 17 tested naval forces from more than half a dozen nations and their ability to safeguard Black Sea shores and shipping.

Demonstrations for VIPs culminated with Royal Marines and their Bulgarian counterparts taking down 'terrorists' who'd seized a ship in Varna.

Elsewhere sailors had to deal with a major fire ravaging a merchantman in port, the illegal trafficking of migrants, and a large-scale rescue of people in distress at sea.

The exercise also allowed Duncan to work alongside an old friend; Romanian involvement was led by Regele (King) Ferdinand, former Type 22 frigate HMS Coventry, which, with a few modifications (no Seawolf, smaller main gun), still looks impressive nearly 15 years after she was sold to Bucharest.

Breeze 17 – not to be confused with the American-Ukrainian Exercise Sea Breeze 17 also in the Black Sea... at the same time – was the first major exercise for Duncan since she took charge of Standing Maritime Group 2, one of two task forces for larger warships operated by NATO to maintain the freedom of the seas, deter illegal migration, ensure the partner nations can work together seamlessly and remind nations of the importance and strength of the alliance.

Duncan received the flag of command in Souda Bay, Crete, where Cdre James Morley relieved the German Navy's Rear Admiral Axel Deertz and his flagship, frigate FGS Brandenburg.

From Crete, the Type 45 led her force of frigates, patrol ships and fast-attack craft through the Dardanelles to Istanbul, where the Turkish frigate TCG Yildirim joined the NATO group.

The frigate and destroyer swapped two junior officers and a chief petty officer for 24 hours to get to know each other better.

"I was made to feel very welcome by our Turkish friends and was able to share ideas on how we communicate together. I can't wait to go back," said Sub Lt Aaron Boyce.

Sub Lt Wesley Jobin was one of Duncan's crew asked to show Turkish sailors around Britain's newest surface ship. "It was great fun to show my Turkish counterparts around but more importantly it makes it so much easier to work together when you have had a chance to meet," he said.

Standing Group 2 is one of two NATO naval task forces in the Mediterranean, both of which are under Royal Navy command presently; HMS Enterprise is acting as flagship of Mine Countermeasures Group 2 which performs a similar mission in the same waters, but with the emphasis on dealing with mines/unexploded ordnance past and present.

Cdr Justin Hains and his staff took charge of the force during a 30-minute ceremony aboard Nelson's flagship HMS Victory in Portsmouth, when Poland's Cdr Aleksander Urbanowicz handed over the reigns.

It's the first time Enterprise, which only returned from a three-year deployment just before Easter, has been used to direct the operations of minehunters; she proved hugely successful in more than a year on migrant patrol in the central Mediterranean, sinking nearly 120 boats used by smugglers and rescuing over 9,000 people.

Enterprise will initially be joined by a Turkish minehunter with vessels from Bulgaria, Greece, Italy, Romania, and the UK joining Mine Countermeasures Group 2 later in the year.

"NATO is the cornerstone of UK Defence, and I have benefitted from every interaction I have had with other nations throughout my career," said Cdr Hains, who's commanded HMS Ledbury as part of a NATO group before as well as taken HMS Atherstone to the Gulf and served two years on exchange with the French Navy.

Pictures: LPhoto Paul Hall, HMS Duncan



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Stu's ace move in Black Jack

STANDING in front of Black Jack – HMS Monmouth's Wildcat – aircrewman Stu Rogers reflects on the most dramatic moment of his, and the helicopter's career.

It is thanks to the bravery of Stu, the range and agility of the Wildcat and the skill of its pilot and observer that the last man to be saved from a sunken tanker was plucked from the raging waters of the Indian Ocean – the final act of a dramatic day-long international rescue which saved 13 lives.

Stu was repeatedly swamped by waves as he spent half an hour trying to hook the sailor and winch him up into his Wildcat helicopter, 140 miles off the island of Socotra in the Gulf of Yemen.

The sailor was the 13th of 14 crew members of the tanker Rama 2 which put out a Mayday in the small hours as she was battered by heavy seas.

Twelve of the crew were subsequently picked up by merchant vessels which took part in the rescue effort, but two men were reported to be still in the water, prompting HMS Monmouth to launch her new Wildcat.

The helicopter was too far from the Rama 2's last position to perform an immediate rescue, but refuelled on another British naval vessel patrolling in the region, RFA Cardigan Bay, to continue – a technique known as 'lily padding'.

With the help of the merchant vessels and a long-range Japanese patrol aircraft to direct the helicopter, Black Jack arrived on the scene as darkness was falling.

A flare marked the location of one of the two crew still in the water, but the weather was so poor, fuel was running low and light was fading that the rescue was right on the limit of what the helicopter and its crew could cope with.

Despite that Stu – who also acts as one of the helicopter's engineers on the ground – was lowered on the winch.

At times waves engulfed both winchman and survivor, exhausting both men, but at the very last minute Stu connected the shipwrecked sailor to his winch wire and hauled him safely into the Wildcat.

"That was a difficult sortie – we were close to the wire on that one but it was great that we were able to get him on board," said Stu, an air engineering technician.

"A 30-minute attempt to get him hooked up was one of the hardest things I've had to do since joining the Fleet Air Arm."

Black Jack's Flight Commander and Observer Lt Ash Morgan added: "This rescue was tricky due to the time we had to transit after the 'lily-pad' on RFA Cardigan Bay and then looking for a sole survivor in open water with very choppy conditions."

With no sign of the 14th man, Black Jack returned to Cardigan Bay on the cusp of sunset.

The survivor was immediately checked by the Cardigan Bay's medical officer and assessed to be fit and well, but somewhat battered.

It was estimated that he had been in the water since the Rama 2 sank earlier in the day; none of the tanker's crew had been able to get into life rafts because of the bad weather.

The 13 survivors were reunited aboard the merchant vessel Tortola, which had rescued ten of the crew, and taken to Salalah in Oman.

Despite an extensive search, the missing 14th member of the crew was not found. He is presumed dead.

"The efforts of the crew of the Japanese patrol aircraft and the assisting merchant vessels were particularly humbling and I have no doubt that it was the combined efforts that resulted in a successful rescue," said Black Jack's pilot Lt Si Hall.

Bangor's saving US bucks

THE hi-tech of HMS Bangor and the eagle eyes of her sonar operators have helped save the US Navy more than \$1m.

The team on the Bahrain-based minehunter first found, then recovered, a large sonar lost during the latest Anglo-French-US exercise in the Gulf, Artemis Trident.

Although the chief aim of the workout was to keep sea lanes open and locate dummy mines dumped on the ocean floor, the Brits were asked to assist the US Navy when one of its sonar buoys towed by a gigantic MH-53 Sea Dragon helicopter became detached and disappeared.

The sonar suite on Bangor can, in theory, pick up objects as small as coke cans on the seabed – depending on the trained eye of the operator.

"We used our powerful sonar and many years of experience to locate the missing sonar on the seabed," said AB(MW) Nathan Taylor.

"A US dive team joined Bangor with their Seabatix underwater robot and used it to attach a line to the sonar so it could be recovered."

In doing so they saved their government \$1.2m (£942,000) and made Bangor's CO a very happy man.

"The find marks a highlight in our deployment to the region and one to remember," said Lt Cdr Charlie Luxford.

"This was an exciting job for the lads. Their experience and professionalism really shone through on the day, I'm very proud of how well they got the job done."

Farewell, Torbay – 'the good boat'

WITH jets of water arching from the fire hoses of tugs Adept, Forceful and Careful, HMS Torbay streams her decommissioning pennant on a beautiful summer's day in Plymouth Sound.

After 32 years prowling the seas as a Cold and post-Cold War warrior, the fourth of seven Trafalgar-class hunter-killer submarines has bowed out of service, her many missions complete, her successor waiting in the wings.

Friends, families, affiliates and former crew were invited to the boat's home of Devonport for the formal act of decommissioning – the first of two 'goodbyes'; a few days later, crew broke their bonds with their namesake district as they paraded through the English Riviera for the last time.

Taking the salute at the penultimate muster of the crew was Deputy Lord Lieutenant of Devon, Vice Admiral Sir Richard Ibbotson, after Torbay's final CO Cdr Dan Knight had addressed all present on the jetty.

"It has been a huge honour to be her final commanding officer and to have had the opportunity to lead the exemplary men who have made HMS Torbay the 'good boat' that she has always been recognised as," he said.

"It is with immense sadness, but significant pride, that all of us say goodbye to her."

"I have had the privilege of serving in Torbay on a number of occasions – at the start of her second commission as first casing officer then navigating officer and now at the end of that commission as her commanding officer."

Veteran weapon engineer WO1 Ian Stace shed a few tears as he bade farewell to his 'favourite submarine'.

He joined her in build at Barrow and, in between serving on other boats, spent eight years of his life aboard Torbay. The early years in particular stand out because of Cold War operations – "real James Bond stuff" – but it's the bond between his fellow deeps he'll miss most.

"The ship's company will now break up and go their separate ways, which is a shame because we are an elite band of brothers," he said. "We spend a lot of time qualifying as submariners and are proud of our jobs. It's different from serving on ships because most of our time is spent on covert operations, which is exciting."

"It's a fitting and emotional ceremony. I feel sad because of all the memories. I was at her birth and now I'm here at her last."

She's my favourite submarine and I leave at the peak of my career."

His words were echoed by junior engineer ET(WE) Peter Kelly: "It was weird coming up river back home to Plymouth after a long time at sea and also feeling sad that we'd not see each other again as a ship's company. But there's a lot to be proud of, especially of what we achieved doing real meaningful covert operations."

Since HMS Torbay was commissioned in March 1985, an estimated 2,500 submariners have served aboard. Some of those – including 21 former commanding officers – were invited back to Devonport to bid farewell to the nuclear-powered boat.

They took her more than 28 times around the world – over 705,000 miles in all, three quarters of them covered under water. Of the 3,162 days Torbay spent at sea – that's more than eight and a half years – 2,415 were beneath the waves (more than six years submerged). When on the surface, she visited 70 ports around the world.

After the fall of the Soviet empire, Torbay's missions morphed more into intelligence gathering, plus remaining on standby to launch cruise missile strikes (unlike Triumph and Turbulent, she was never called upon to fire Tomahawks in anger).

And a decade ago boffins experimented with turning the 5,200-tonne boat invisible with a special paint scheme intended to hide her from prying eyes in the clearer/shallower Gulf/Mediterranean waters. It meant a much bluer hull but evidently didn't work because she returned to the Silent Service's favoured black livery.

Since 1985, the chefs in the (very cramped) galley have knocked out 379,440 meals to crew, 1,850 of whom have earned their coveted dolphins while aboard, while around 35 prospective submarine skippers have tried their hand at command on seven Perisher courses hosted on Torbay.

With the boat's demise, just three of the original seven T-boats are still operational: Trenchant, Talent and Triumph, with the latter due to be the last of the sisters in service, conducting patrols until 2022.

Torbay will be replaced by fourth Astute-class submarine HMS Audacious, currently undergoing fitting out at BAE's Barrow yard.

Pictures: LPhoto Ken Gault, FRPU West



Extending Hans across the ocean

AFTER buzzing around the Baltic in the largest annual exercise held in that sea, patrol boats HMS Archer and Smiler slowed the pace with a visit to the spiritual home of the German Navy's Officer Corps.

Mürwik Marineschule, in Flensburg, Schleswig-Holstein, is Germany's counterpart to Britannia Royal Naval College in Dartmouth (both are in remote, small coastal towns and both are imposing red brick structures on a hillside – although Mürwik is partially modelled on Teutonic castles and is five years younger than BRNC...).

Both academies were built at the height of Anglo-German naval rivalry, but these days they enjoy a long-standing twinning agreement, renewed in 2014, which has seen many similar exchanges with German cadets regularly attending Dartmouth for basic training and an RN instructor has been on the Marineschule staff as part of an exchange programme.

But no P2000 has visited until now apparently.

Cadets from Archer (which serves Edinburgh's universities) and Smiler (Oxford) were hosted by their German counterparts for a barbecue and a chance to get acquainted with one another.

The following days saw tours of the college and a sports competition for cadets, and although football was on the menu, thankfully penalties were not involved.

Of particular interest was the college's museum of German Naval History and a chance to see how this had developed.

Marineschule staff and students plus members of the public were given a chance to experience life onboard a P2000 with 40 people taken to sea in the two boats.

Later cadets and officers were hosted for sundowners onboard the ships which even a spell of traditional British weather couldn't deter.

"It was brilliant to meet cadets from the German Navy," said OC Charlotte Miller, studying history at Edinburgh.

"It was especially interesting to hear the history of the college, from its establishment under Kaiser Wilhelm II to the present day."

Sub Lt Nick Lockyer, attached to Archer for training, added:

"It provided an interesting insight into the way another navy conducts its training, and a fantastic chance to look round a site with much historical significance."

Marine engineers train hard

A SUBMARINE'S Marine Engineering (ME) Department has received an award in recognition of their performance in the Flag Officer Sea Training (North) (FOST(N)) Manoeuvring Room Trainer.

Based at Clyde Naval Base, FOST(N) provides Operational Sea Training for Royal Navy submarines and maritime patrol vessels, with NATO and foreign participants also conducting training under the organisation's guidance.

Members of HMS Ambush's ME Department were presented with the Sovereign Bowl in recognition of their efforts in Manoeuvring Room Training.

FOST(N)'s Commander Cragg also paid tribute to the submarine crew's training performance.

Goose is cooked as Merlin joins hunt

THE hunt is over for Culdrose-based fliers after putting the squeeze on the 'enemy below' in NATO's largest Atlantic sub-hunt exercise.

A Merlin Mk2 plus a small detachment of personnel from 829 and 814 NAS, air engineers, an aircraft controller and support staff from MASF joined tanker RFA Wave Ruler for two weeks of 'pinging' – the nickname for submarine hunting courtesy of the distinctive sound active sonar sends through the water – off Iceland with HMS Sutherland.

The frigate, tanker and Merlin were Britain's input to Dynamic Mongoose, taking their place alongside seven warships, half a dozen hunter-killer submarines, eight maritime patrol aircraft and four helicopters – 5,000 personnel in all, drawn from the host country plus the USA, Canada, Denmark, France, Germany, the Netherlands, Norway and Poland.

NATO runs two major anti-submarine war games each year, Dynamic Manta around Sicily, Dynamic Mongoose in cooler Atlantic waters, this year just 11°C off Iceland (all large-scale exercises are prefixed Dynamic, while M signifies a maritime



● Tanker RFA Wave Knight brings up the rear as participants in Dynamic Mongoose sail from the Icelandic capital

workout; and a mongoose, if provoked, puts up a hell of a fight apparently).

Merlins proved their worth in Sicily earlier this year – but could they repeat their success in a much harsher environment? The sea was about 5°C colder than it was off Sicily back in March; temperature layers and other factors such as the salinity of the Atlantic play a key role in whether sonar can locate submarines.

To give the fliers the advantage, they tried out some cutting-edge anti-submarine tactics and technology – developed in conjunction with the Maritime

Warfare Centre at HMS Collingwood in Farnham.

These were put to the test at the climax of Dynamic Mongoose when a 'dipping gang' – three helicopters lowering their sonar into the Atlantic – located and tracked a Los Angeles-class hunter-killer boat (similar to British Trafalgar-class submarines), before CPO Kieron Cheesman and observer Lt Nik Williams 'attacked' their foe.

Over the fortnight, the helicopter got in 53 hours of flying – including some general transport duties as well as submarine hunting – thanks to round-the-clock efforts by the engineers to maintain the 15-tonne Merlin.



Baltic and back

IT WAS a short but sweet attachment to NATO's Mine Countermeasures Group 1 for HMS Shoreham – three months patrolling cool northern European waters with similar vessels from across the alliance, reaching its climax with involvement in the large-scale Baltops 17 exercise.

Working alongside minehunters from Estonia, Belgium and Norway principally, and occasionally Sweden and Finland, Shoreham maintained her expertise in dealing with the threat of present-day mines and, in the Baltic, explosives left in the sea from two world wars.

Upon leaving Faslane, the ship stopped in at Shoreham-by-Sea for a rare hometown visit – the first in 14 months. It gave Commanding Officer Lt Cdr Ben Evans and his 40-plus

crew the chance to catch up with affiliates, hold an official reception, host special guests for tours and briefly let their hair down with a run ashore in the Sussex seaside town.

And for the final eight miles of her journey home from the Baltic the Sandown-class vessel was joined by 80 family and friends (pictured above arriving at Faslane by LPhot Barry Swainsbury).

Greeting Lt Cdr Evans and his crew was Capt Edward Ahlgren, in charge of the Faslane Flotilla.

He said Shoreham's sailors had "delivered beyond expectation".

He continued: "The MCM fleet is a vital arm of the Royal Navy and makes a significant contribution to defence as a whole and we are immensely proud of them."

Work begins on Glasgow – first T26

SO, CITIES it is.

The next-generation of frigates will be named after the great cities of the land – like the famous classes of destroyers and cruisers before them – beginning with HMS Glasgow.

And it was in Glasgow – BAE's Govan yard to be precise – that the first Type 26 was laid down on July 20, with Defence Secretary Sir Michael Fallon ceremonially getting work under way.

"The Clyde was the birthplace of some of the greatest fighting ships the world has ever known, and so cutting steel there for the future HMS Glasgow is symbolic of a Royal Navy on the rise once again," said First Sea Lord Admiral Sir Philip Jones.

"The name Glasgow brings with it a string of battle honours, stretching from the Arctic Circle to the South Atlantic. As one of the world's most capable anti-submarine frigates, the Type 26 will carry the Royal Navy's tradition of victory far into the future."

The steel cutting followed a £3.7bn order placed with BAE for the first three of eight future 'global combat ships' which will replace the equivalent number of specialist submarine-hunting Type 23 frigates; Glasgow is due to join the Fleet in the middle of the next decade.

What we will get for our money? Three warships 60ft longer, 2,000 tonnes heavier than their predecessors, equipped with bow and towed array sonar, Sea Ceptor air defence missiles, a 5in main gun as the RN's trusty 4.5in is retired after decades of faithful service, a 'mission bay' for 'plug in' containers containing equipment for specific tasks, such as disaster relief, and a flight deck big enough to take a Chinook (though Merlin and Wildcat will be more common).

In due course, firepower of the new City class will be bolstered by the 'future offensive surface weapon' – the missile currently being developed to replace the obsolescent Harpoon.

Typically just 157 men and women – 30-40 fewer than a Type 23 – will run these ships, but there will be space aboard for up to 208 souls.

The 26s are expected to serve for at least 25 years as the workhorses of the Fleet, taking the RN to the cusp of the 2060s.

In addition, five general duty frigates – Type 31s – which will replace the five non-submarine-hunting 23s remain earmarked under the 2015 Defence Review.

Work on Ship 2 is due to start in two years' time with No.3 laid down in 2021. Their names – and their base ports – have yet to be decided.

The hulls will be built at Govan, then moved downstream to Scotstoun for fitting out and testing.

Of the 13 Type 23 frigates currently in service, the oldest, HMS Argyll, is due to pay off in 2023; the youngest, St Albans, will conduct patrols at home and abroad until 2035.

That is when construction of their successors will be completed; the Type 26 is intended to keep the Clyde yards busy until the mid-2030s with the order for the second batch of five ships placed next decade.

The work will support and sustain 3,400 jobs – half in the shipyards, half in the supply chain providing parts and equipment.



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LET SLIP THE LOGS OF WAR

LOGISTICS. Fuel. Crates of ammunition. Pallets of food. Spare parts. Fork-lift trucks. Tankers.

It's not the exciting, business end of war is it? No heavy metal thunder. No booms and bangs, no flashes of explosions or muzzles, no crack of rifle fire or pfffrmt, pfffrmt, pfffrmt from machine-guns.

But without logistics – the rearward supply and support organisation – there would be no booms, no muzzle flashes, no SABOs firing individual shots or burst, no machine-guns hammering away.

Indeed, without well-honed, secure logistics supply lines, an army withers and dies: Rommel at Alamein, Townshend at Kut, de Castries at Dien Bien Phu.

The Royal Marines rolled out their rearward services to ensure front line troops have the support they need on the battlefield.

Around one third of the Commando Logistics Regiment decamped from its base at Chivenor in north Devon to Salisbury Plain to test its ability

to save life, sustain and support 3 Commando Brigade in peace or war.

Exercise Green Dragon was to the regiment what Operational Sea Training is to the front-line Royal Navy, determining whether a unit is fit to deploy on the front line – in CLR's case supporting and sustaining the lead commando group on operations.

The validation on Salisbury Plain saw some strange-looking vehicles wheeled out such as the battlefield recovery truck, its giant crane able to right trucks which had slipped into drainage ditches, or JCBs ferrying ammunition boxes through the tall grass.

In fact Green Dragon tested every aspect of the regiment – one of the largest (780 personnel) and probably the most unusual formation in the entire Armed Forces and certainly the most diverse, drawing its men and women from all three Services with an unparalleled mix of cap badges.

Seventy-three 'prime movers' – heavy plant/

trucks – roamed around the plain in support of the exercise. The tankers alone carried 35,000 litres of diesel – enough to fill the tanks of nearly 650 family cars, while a 40,000-litre fuel dump was established to 'feed' the Merlin.

A battlefield sick bay was set up for surgeons to carry out surgery on the severely wounded, patching them up sufficiently to be flown away to hospital for more permanent treatment.

Recovery and repair teams, or, recovered and repaired vehicles which suffered mishaps – no matter how large. Jackal off-road vehicles scoured the rolling terrain of the British Army's most famous exercise area – lengthy supply lines have to be protected.

In addition, the regiment is also the mother unit for the Royal Marines' Viking armoured vehicles, which carry commandos into battle.

Vehicle mechanics worked around the clock to keep motors running... and those motors powered the supply chain to move rations,

clothing, ammunition and fuel around the plain.

To give added realism to the training, a detachment from Alpha Company 40 Commando, a Merlin helicopter from 846 Naval Air Squadron – the wings of the Royal Marines – which acted as an airborne ambulance, flew reconnaissance missions and carried equipment around the battlefield in huge nets slung beneath the aircraft.

Just for good measure, the exercise gave the RAF (Tactical Supply Wing) and Army (13 Air Assault Support Regiment) the chance to test their logistical support in the field, making Green Dragon a very useful workout indeed for all participants.

"Green Dragon gave us the opportunity to understand the sustainment requirements for any task 3 Commando Brigade gives us and ensured that the brigade is confident that its logistics task group is capable of delivering the support and sustainment required for those tasks," said Lt Col David Nicholson RM, CO CLR.

Pictures: LPhot Joel Rouse, 30 Cdo IX Gp



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The forecast for CHF is... grey

PALE grey is the new green.

This is the very first of the Royal Marines new steeds to drop in on its future home.

This is a second-generation battlefield Merlin, factory model MLSP 1, tail number ZJ122, making a brief debut at Yeovilton.

It went into the factory at nearby Leonardo (previously AgustaWestland) in Yeovil as a khaki green Merlin Mk3...

...and it emerged as a maritime grey Merlin Mk4 complete with folding tail, folding rotor head, floatation devices, fast-roping points, enhanced radio and comms equipment and an improved undercarriage (plus lashing points) – modifications all designed so it can operate at sea.

The Commando Helicopter Force acquired two squadrons of battlefield Merlins from the RAF to replace their veteran Sea Kings.

Faster and more powerful than their predecessors and equipped with a ramp to load/

offload 16 commandos in full battle rig, they were almost exclusively designed for operating over land.

It's the ability to fold the tail section – it's been completely rebuilt for the Mk4 – and the rotor heads which assist flying from RN carriers in particular.

This first Mk4 made its debut in the Somerset skies last autumn, but it took nearly a year for the Leonardo team to make the short hop to Yeovilton, where it dropped in to refuel as the air station prepared for its annual air day.

At the controls, aircraft captain Rob Dowdell, Leonardo's senior test pilot, with QinetiQ test pilot Lt Ian Pearson at his side in the cockpit and Leonardo's flight test engineers John Doherty and Simon Lewis in the back of the cab.

The first of 25 Mk4s will be handed over to CHF early next year, with transition to the new machine completed by the end of 2020.

Picture: LS(SC) Cornelius Delpesche

Like-minded squadrons from across NATO gather in Brittany and really

love their Tiger meet

THERE were some Pumas and Gazelles. They're Tigers. More than a dozen Falcons. All Tigers. A handful of Hornets. Tigers. Even a Merlin. Also Tigers.

Confused? All are members of a unique aviators' club, NATO's Tiger Association.

Each year all Tiger-themed/ named squadrons (it's a very popular nickname for aerial units), or squadrons which operate Tiger aircraft, such as the French Army's Eurocopter EC-66, are invited to converge somewhere for a fortnight of frenetic combined flying training: the Tiger Meet.

It fell to the French to host the 53rd iteration of the aviation gathering, with the air station at Landivisiau, just east of Brest, chosen as the location.

It's home to the air group of France's flagship FS Charles de Gaulle air group – in particular 42 Rafale M fighter/bombers of 11 Flotille.

Thirteen nations answered the Tiger summons in 2017 with some 900 air and ground crew, 70 fixed wing/rotary wing aircraft.

British input came courtesy of the Flying Tigers of 814 NAS at Culdrose (1 x Merlin) and a Puma of 230 Squadron RAF... aka the Tigers, plus destroyer HMS Duncan in the Channel and a solitary Bagger – Sea King Mk7 Airborne Surveillance and Control for the sake of accuracy.

Why the latter two? Because with so many fast jets and helicopters whizzing around in such confined air space, it was the perfect opportunity to practise both fighter control and air defence/early warning tactics.

Whilst a key aim of the Tiger Meet is to promote camaraderie between Tiger squadrons and those invited, the event is a large-scale aerial exercise which is considered one of the most important European tactical events in the annual calendar.

The meet seeks to exchange information, transmit, strengthen and improve the ability of the many squadrons with their very different equipment to work together under realistic conditions.



● Tiger, Tiger, Bagger... An Italian Navy Huey of 21 Gruppo, a Puma from 230 Sqn at RAF Benson, and a Sea King Mk7 from 849 NAS at Culdrose on the standings at NATO's Tiger Meet 17

And so each morning the skies of Brittany pulsed and roared with the impressive sight of 50 aircraft and helicopters taking off from Landivisiau in quick succession for the main Combined Air Operation, while the afternoon was set aside for smaller-scale sorties.

As Tiger Meet progressed, so did the complexity of the dogfights, from individual jets locking horns to eight fast jets taking on each other, scarring the Breton sky with their vapour trails as they tried to outmanoeuvre their foe.

The Merlin was used to scout shipping in the exercise area, pick out targets and feed the information to the French Rafales and, in conjunction with French Atlantic maritime patrol aircraft, kept a very close eye on any submarine activity in the area.

As for the veteran Bagger Sea King, with so much aerial activity right on its doorstep and with the manual for operations from Britain's new carriers still being written – Merlin Crowsnest is due to assume the mission of the Fleet Air Arm's oldest aircraft from next year – Tiger Meet 2017 was too good to miss... and would keep the air and ground crews on their toes in between deployments to the Middle East.

Both Culdrose whirlybirds were safeguarded on their missions by other helicopters,

notably Eurocopter Tiger gunships. Other helicopters carried out search-and-rescue duties or were on hand for medical evacuations.

"The opportunity to control fast jets from NATO nations in a complex series of scenarios – ranging from air to air battles to anti-ship strikes – was a demanding challenge for the typically three-person crew," said 849 NAS Palembang Flight Commander Lt Mark Rose.

While the pilots got to grips with operating from an extremely busy fast jet base and French airspace rules, the observers helped to choreograph the movements of the jets to accomplish their objectives using the powerful radar and other equipment aboard the Sea King.

Lt Rose added: "A typical mission would effectively start 24 hours earlier, with the observers involved in the detailed planning necessary for complex missions of this nature, providing invaluable exposure to the very best of what the NATO arsenal has to offer."

"Tiger Meet has not only provided us with a great opportunity to sharpen our aviation skills in a tactically-demanding environment, it has also provided me with the opportunity to provide a change of scenery for my aircraft maintenance personnel."

With thanks to Ian Harding and Zaid Meherali

Katze suits German ship

THE Fleet Air Arm's newest helicopter has proved it can deploy with the German Navy after seven weeks' intensive training aboard the frigate Lübeck.

A Wildcat joined the German warship throughout its pre-deployment training – the first time the replacement for the Lynx has embarked with any foreign vessel.

When the German Navy's Lynx started to suffer from problems with cracks in their tails, they looked to their allies for assistance and 815 Naval Air Squadron offered one of its new helicopters as a replacement.

Only one of the 11-strong team of fliers and engineers was a natural linguist. The rest underwent three hours of German lessons a day for five months ('Operation Language Barrier') – all while the aircrew were learning to convert from the Lynx to the Wildcat – before joining Lübeck.

They then spent the winter at the German Navy's Nordholz air base (their counterpart to RNA Yeovilton) and Wilhelmshaven (Germany's Portsmouth) where Lübeck is based to get their first taste of working directly with the Deutsche Marine.

At the end of April, the fliers were finally ready to join their ship as it went through Operational Sea Training – provided by the Royal Navy off Plymouth.

They found Lübeck's flight deck "perilously narrow", but still not as tight a fit as the hangar, the helicopter squeezed in with just 15 centimetres to spare at the nose and tail.

Frigate and helicopter then went through the rigours of training – fighting fires, fending off air and submarine attacks, responding to disasters ashore, carrying out escort duties and much more, interspersed with quieter weekends when the German *Matrosen* (matelots) introduced the Brits to the concept of *Einlaufbiers* – parties which began as soon as each week's training ended.

Fregattenkapitän Matthias Schmitt, Lübeck's CO, said together the Brits and Germans made "a really great team that I can rely on"... after a few initial language difficulties.

"To make it easier for the British crew to get used to daily life on board, all the announcements on the loudspeakers were repeated in English," he explained.

"There was a lot of German spoken, a bit of English and sometimes 'Denglisch' – and when they couldn't find the right word, hands and feet were used."

Like *Bordhubschrauber*. *Hubschrauber* (literally 'screw which lifts') is helicopter. *Bordhubschrauber* is an embarked/ship-borne helicopter (the Germans like to ram words together...).

As for 'Denglisch', the most common phrase over the loudspeakers throughout training: *Achtung, Wildkatze!* Action Wildcat!

213 Flight were due to remain with Lübeck throughout her subsequent deployment, but for operational reasons the Wildcat isn't joining the frigate on her migrant mission in the Mediterranean – much to the disappointment of the Brits.

"Our German adventure has been an enormous challenge, and we're devastated that it's been cut short due to operational reasons," said 213 Flight Commander Lt Oliver Brooksbank.

"But we've proven that we can operate a brand new helicopter in a different language on a foreign ship – and do it as effectively as on board a RN ship. Wildcat and Lübeck were

entirely integrated, compatible, and ready for further NATO tasking.

"What's more, we've reaffirmed our friendship with the German Navy and made many lifelong friends."

"*Zwei Marnen, eine Mannschaft* – two navies, one crew – has been our mantra for the whole mission, and wherever the RN sends us, we hope to work with the German Navy along the way."

Did the Brits miss anything? "Hot meals for breakfast and supper," said Lt Brooksbank.

Otherwise, the flight returned to Yeovilton on a high – one young rating in particular. On the last day of the detachment to the German ship, AET Anthony Cotgreave invited his girlfriend Rachel Jones aboard to join in a 'families day'. She found a ship mostly deserted, except for the air engineer in his No.1s on the flight deck waiting to pop the question.

She said 'yes', prompting the hangar doors to go up and the rest of the flight to appear with glasses of Champagne at the ready.



Trident boats protected by Poseidon

THE decade-long gap in providing 'long-range ears' for the Silent Service will be plugged with the arrival of the first new maritime patrol aircraft from 2020.

The first squadron to fly the P-8A Poseidon will begin forming at Lossiemouth next year as a £3bn investment in the new aircraft – a military version of Boeing's workhorse airliner, the 737.

Nine Poseidons are being acquired by the MOD under the 2015 Defence Review, with the principal aim of protecting the UK's nuclear deterrent and the nation's two new carriers, scouting for hostile submarines – and surface threats – using sonobuoys and radar respectively.

Armed with torpedoes and anti-ship missiles, the P-8As will also support search and rescue missions and gather general intelligence.

Although they will be operated by the RAF, firstly with 120 Squadron (successor to the most successful submarine hunting formation in the air force in WW2) and, from 2021, 201 Squadron (which traces its history back to the Royal Naval Air Service's 1 Squadron, formed two months into WW1), the Poseidons will also carry Royal Navy personnel.

Their entry into service fully plugs the gap left by the retirement of the Nimrod MR2, which last flew in March 2010, and the decision to scrap its over-budget and delayed replacement, the Nimrod MR4A.

To keep the flame of maritime patrols alive since 2010, British crews have been flying with similar squadrons in Australia, New Zealand, Canada and the USA.

And Whitehall has signed agreements with the US and Norwegian military to closely co-operate on operating their P-8As over the North Atlantic.

Around £400m will be invested in Lossiemouth to host the new jet, which will require more than 400 ground and air crew to support its operations.

It will help support several hundred British jobs directly, and allow UK firms to bid for training and support contracts.

WW1 bomber flies again

VISITORS to the Imperial War Museum at Duxford can see a rare World War 1 bomber restored to flying condition.

Now on show at the Cambridgeshire airfield/museum, is the *Airco/de Havilland DH9* – the only WW1 bomber flying anywhere in the world.

Rebuilt by volunteers and enthusiasts, this particular aircraft, E-8894, was given to the Maharaja of Bikaner in India.

The single-engined aircraft served from late 1917 onwards with the Royal Naval Air Service and Royal Flying Corps before they merged to form the RAF in April 1918.

Used widely by Allied forces, the DH9 was one of Britain's first strategic bombers, intended to flatten German cities with a payload of just 460lb – carried in an internal bomb bay, the first of its type.

Although more than 4,000 of the bombers were built, serving with some nations into the late 1930s, only around half a dozen models are believed to still exist today.

Visitors to the museum can chat to the team responsible for rebuilding the bomber, as well as hear recordings of crew who flew DH9s.



THIS is one of the iconic moments of flight. Like the Wright Brothers taking to the skies for the first time. Crowds around Spirit of St Louis after Lindbergh's Atlantic crossing. One of the sections of a Saturn V plunging towards earth.

This is the moment the aircraft carrier was born, 100 years ago this very month.

Shipmates on HMS Furious jump up to catch 25-year-old Sqn Cdr Edwin Dunning and bring his Sopwith Pup down on the flight deck – the first time an aircraft has landed on a moving ship at sea.

Dunning was 11 years old when the Wright Brothers successfully completed the first manned flight in a powered, heavier-than-air aircraft in December 1903 – hitherto the stuff of imagination. June 1910 saw the Royal Navy's first pilot, GC Colmore, become qualified at his own expense. The next year the Royal Navy's first four funded pilots received their Royal Aero Club certificates; they spent under two hours airborne.

Even in the opening rounds of World War 1 it was common for pilots to be sent to their front-line squadrons with fewer than ten hours logged. It is also worthy of note that dual control instructional aircraft were not developed until 1917; up until that point, student pilots would typically unstrap from their seat and lean over their instructor's shoulders to manipulate the control column and throttle whilst the instructor continued to use the rudder pedals.

It was in these early days of aviation that Edwin Dunning cut his teeth as an aviator. Dunning had risen to the rank of squadron commander – equivalent of lieutenant commander (at the time, the Royal Naval Air Service had its own rank structure).

Dunning's squadron was equipped with Sopwith Pups – a single-engined biplane fighter, or 'scout' in contemporary terms, armed with a single machine gun. The Pup had entered frontline service in October 1916 and so, at the time of Dunning's landing, was nearly a year old and therefore in terms of the rate of technological advance, was perhaps half way to being obsolete. The



Pup was known for successfully combining agility with forgiving handling characteristics, and was a great success in air combat when first introduced.

In many ways it was ideally suited as a platform for attempting the first carrier deck landing under way; RFC ace Major James McCudden VC remarked that it could nearly be landed within the length of a tennis court.

Powered by an 80hp Le Rhone rotary engine – not controlled via a conventional throttle and in basic terms had two power settings: idle and full power. The pilot controlled speed by 'blipping' the engine

between the two settings. Take-off and landing were again made more difficult by the absence of wing flaps, then still under development.

Dunning was a great advocate of exploring the value of aircraft in support of the fleet. Whilst fellow pioneer Charles Samson had already succeeded in launching an aircraft on a ship, landing on a ship under way had never been achieved.

Dunning's squadron was attached to HMS Furious, a 22,900-ton former battle-cruiser turned into a curious-looking prototype aircraft carrier.

There were two flight decks, one fore, one aft and in between the ship's superstructure, including her bridge

and funnel – there was no continuous strip to land on.

Nor had anyone thought of arrestor wires to slow the landing Pup's progress. Instead, Dunning plan was to approach the carrier at low speed and have his landing assisted by deck crews who would pull on ropes attached to his aircraft.

Flying a licence-built Beardmore Pup, Dunning launched from the carrier on August 2 1917, then flew around in a circuit as the ship steamed some 26 knots into the 11 knot wind at Scapa Flow.

Dunning lined up on finals and 'blipped' his engine to slow his approach. The deck crews gathered

under his aircraft and successfully hauled him to the deck. A small crowd rushed out to the Pup to congratulate him as a photographer immortalised the historic moment.

Dunning attempted to repeat the feat five days later. His approach was high and he waved away the deck crews. As he attempted to climb away, his engine failed. His Pup stalled and fell down to impact the deck before slowly toppling over into water off the carrier's starboard bow as the deck crews rushed out in vain to help.

It took the ship 20 minutes to slow down and return to the spot to launch a rescue boat. By the time the boat arrived at Dunning's crippled Pup, they found him drowned, most likely after being knocked unconscious by the impact.

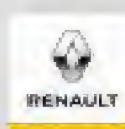
The young aviator was buried at St Lawrence's Church in Bradfield, Essex, where a plaque was subsequently erected:

The Admiralty wish you to know what great service he performed for the Navy. It was in fact a demonstration of landing an Aeroplane on the deck of a Man-of-War whilst the latter was under way. This had never been done before; and the data obtained was of the utmost value. It will make Aeroplanes indispensable to a fleet; and possibly, revolutionise Naval Warfare.

The risk taken by Squadron Commander Dunning needed much courage. He had already made two successful landings; but expressed a wish to land again himself, before other Pilots did so; and in this last run he was killed.

My Lords desire to place on record their sense of the loss to the Naval Service of this gallant Officer.

– With thanks to Lt Cdr Mark Barber
■ This photograph (A 22497) is one of more than ten million held by the Imperial War Museum. They can be viewed or purchased at www.iwm.org.uk/collections/photographs, or by calling 0207 416 5309.



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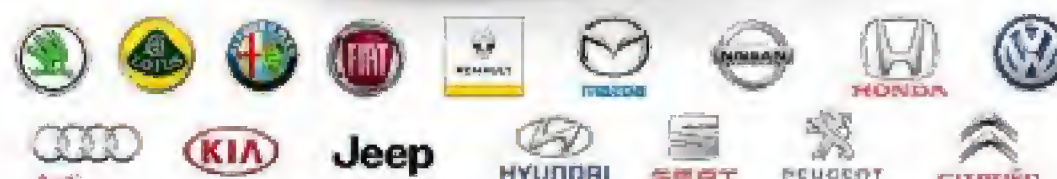
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Royal Navy pilot takes off in ski-jump milestone for F-35B team

Ski-doddle



ROYAL Navy F-35B test pilot Commander Nathan Gray has completed the first Fleet Air Arm-piloted ski-jump launch in the new strike fighter.

The launch was also the heaviest F-35 ski-jump test with a gross weight of 50,000lb and a 750ft deck run.

The high-risk test short take-off vertical landing was conducted by the F-35 Integrated Test Force (ITF) using the ski-jump at NAS Patuxent River, Maryland, USA, as part of the F-35B test programme leading up to HMS Queen Elizabeth's first-of-class fixed-wing flight trials.

With more than ten years of Harrier vertical short take-off landing ski-jump experience, Cdr Gray has conducted numerous ski-jump operations from both land and sea, but to date has not experienced anything quite like the F-35B ski-jump.

"With both the Sea Harrier FA2 and to a lesser extent the Harrier GR7/9/AV8B, the pilot was very much in-the-loop and had to execute near-perfect timing and control to safely execute a ski-jump launch," said Cdr Gray.

"With the F-35B, the whole experience is much more controlled and predictable with the majority of the launch blissfully autonomous, which allows the warfighter to focus on the mission ahead rather than being distracted by the launch."

F-35B ski-jump testing began in 2015 with clean-wing testing – no external stores – and is planned to conclude this summer with full external stores, in preparation for the F-35B embarkation onboard HMS Queen Elizabeth next year.

Each F-35 developmental test aircraft is equipped with flight science technologies and specially-designed landing gear, to capture necessary data that provides the F-35 with a flight clearance and operational flight limits.

The F-35 ITF conduct envelope expansion testing daily on both the F-35B and F-35C, with particular focus on expanding aircraft configuration, weight and wind components.

Cdr Gray conducts high-risk testing of both the F-35B and F-35C variants, while also flying the F-18 in a chase role, alongside his RAF counterparts Sqn Ldr Andy Edgell and Sqn Ldr Ben Hullah.

With 70 further ski-jump launches to complete

this summer, Cdr Gray and the team are confident they will be ready to deliver the first-of-class flight trials for fixed-wing aircraft.

"Being given the responsibility of operating this fifth-generation fighter on board the world's only purpose-built fifth-generation carrier for the first time in history is a huge privilege and one not taken lightly here at the F-35 ITF," said Cdr Gray.

"We are all working incredibly hard to ensure the trials are a success and deliver a truly strategic capability."

Gp Capt Willy Hackett, the UK F-35 National Deputy in the JSF Programme Office, said: "As the only Level 1 partner in the F-35 alongside the US, we have been able to place specialists deep within the programme office, US industry and flight-test community."

"This has enabled the UK, alongside our US colleagues, to take a leading role in the planning and execution of first-of-class flight trials."

A new training squadron for Royal Navy and RAF Lightning II pilots will stand up in July 2019.

Details about 207 Squadron were revealed at RAF Marham during a visit by Chief of the Air Staff, Air Chief Marshall Sir Stephen Hillier, and First Sea Lord Admiral Sir Philip Jones.

The pair viewed the progress being made at the Norfolk base ahead of the arrival of the fighter jet next summer.

Admiral Jones said: "207 Squadron will play an important part in the future of both the Royal Air Force and the Royal Navy, and rightly reflects our shared aviation heritage."

"I was in the United States earlier this month to meet some of the pilots and maintainers who are getting to grips with the F-35B. They're working brilliantly together and today I've seen the same sense of purpose from those readying RAF Marham for their arrival."

"HMS Queen Elizabeth is the first carrier in the world designed from the outset to operate a fifth generation combat aircraft. Crucially, a second ship – HMS Prince of Wales – is on its way, which will give the UK a continuous Carrier Strike capability."

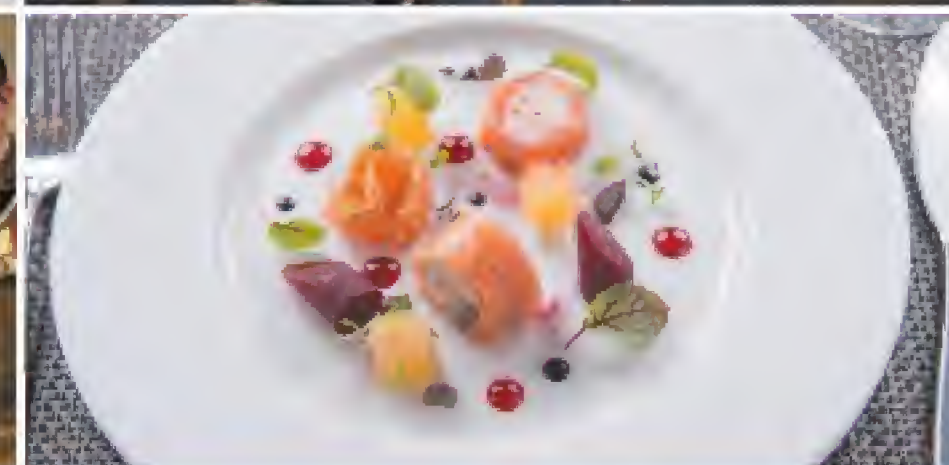
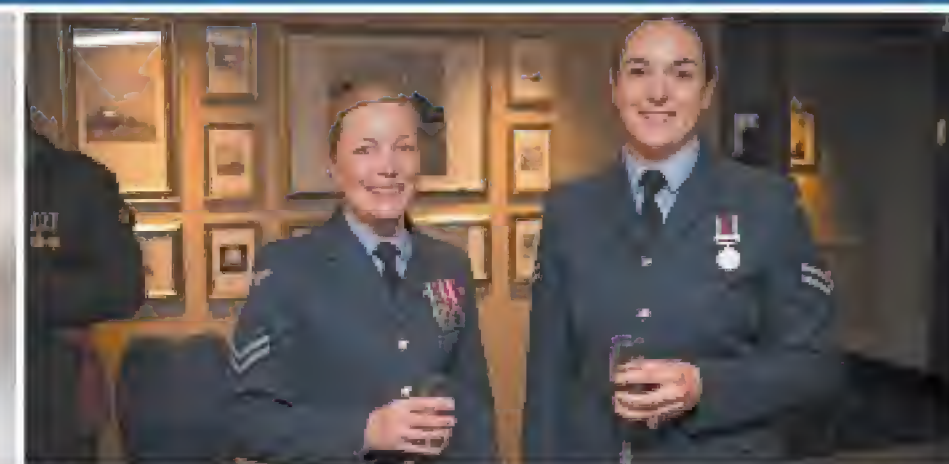
RN and RAF pilots currently training in the US will return to the UK as 617 Squadron. A second squadron, 809 NAS, is due to stand up in 2023.

● An F-35B piloted by Cdr Nathan Gray leaves the ski-jump at Pax River in Maryland, where the Integrated Test Force are putting the Lightning II through her paces ahead of first-of-class flight trials aboard HMS Queen Elizabeth next year

Pictures: Dane Wiedmann, Lockheed Martin

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C'mon Navy, do the locomotion...

PULLING goods wagons on lines up and down the land for many years to come is F231.

F231? Isn't that HMS Argyll?

Yes it is, but the frigate has had a train named after her – proof that affiliations can reap rewards.

Bearing the Type 23's badge as well as her name (a new nameplate is being cast dropping 'HMS' as, strictly speaking, only HM ships should carry the prefix...), the freight locomotive was formally renamed in Devonport Naval Base in the presence of her crew by the firm GB Railfreight.

The 129-tonne Class 66 locomotive – one of more than 450 built over the past 30 years – used to be known simply as 66775.

But the firm's engineering director Bob Tiller and two of his drivers were so impressed by the hospitality shown by the Devonport warship during work-up as part of a group of affiliates invited aboard, he decided to resurrect a tradition from the turn of the 20th Century, when it was commonplace to name locomotives after RN warships of the day.

"We were treated to such kindness and welcomed so much

by Argyll's commander and crew that I asked the captain if I could name one of our locomotives after HMS Argyll in tribute to her crew," said Mr Tiller.

"I am pleased to say, it was warmly accepted. We were overwhelmed with how the crew of HMS Argyll worked together as a team – to say the least – and we took back with us a lot of thought and inspiration."

Sailors laid on various demonstrations for the train firm – drills, gun firing and some emergency responses – before the newly-retitled engine was unveiled in her orange and black glory.

"I am very proud that our ship's name will now be carried across the country," said Cdr Toby Shaughnessy, Argyll's CO.

"I believe that this event is a fantastic opportunity to rekindle an old tradition across two key tenets of national importance – I hope it will mark the beginning of a wider relationship between the Navy and the country at large as I hope they see more of us, proudly affiliated across the national rail networks on many more locomotives."

Pictures: LPhoto Ken Gaunt



'The stuff of legends...'

AFTER 13 months patrolling the North and South Atlantic – tackling drug traffickers, hosting Prince Harry and supporting Britain's effort to win the America's Cup – RFA Wave Knight returned to Portland.

The tanker served as Britain's Atlantic Patrol Ship, clocking up more than 64,000 miles – more

than twice around the globe – visiting two dozen different ports in the process.

Rear Admiral Alex Burton, Commander UK Maritime Forces, described Wave Knight's achievements "the stuff of legends". Amphibious support ship RFA Mounts Bay has taken the tanker's place.

On a summer away from Antarctica, Protector goes from ice to paradise Tartan all over again

THAT'S all very interesting, but what's all this 'snow' stuff you keep mentioning...

Capt Angus Essenhigh explains the art of board-and-search techniques to Ghanaian sailors as the Royal Navy's Antarctic patrol ship left the frozen continent behind for the austral winter.

Normally found off the Antarctic peninsula, surveying un- or poorly-charted waters and carrying out experiments with polar scientists, once autumn descends on the Southern Hemisphere, Protector retreats to African waters to promote the UK and improve maritime charts of the waters off the continent.

For three weeks the Devonport-based icebreaker did just that, gathering masses of data about the waters of the Gulf of Guinea and west coast of Africa before sailing into the principal port of Tema – just a few miles from the capital Accra – for a seven-day visit.

The stop allowed Protector's sailors and Royal Marines to show off the ship and her hi-tech kit to senior government officials, local youngsters and high-ranking military figures and, unusually, hosted a UK Border Force contingent in the training of Ghanaian maritime security forces.

Piracy has been an issue for some time in the neighbouring Gulf, while drug traffickers have tried to slip narcotics through Tema port.

Border Force have a team based in Ghana to assist with training enforcement agencies. The arrival of Protector allowed them to use the ship to provide some authentic board-and-search instruction to members of the Ghanaian Joint Port Control Unit.

So armed Ghanians (pictured right in their RIB) scrambled up the side of the scientific vessel and began a systematic search of the 292ft ship which was playing the part of a suspected weapons trafficker, skippered by the awkward and belligerent Thomas Bees (normally the XO's assistant aboard Protector).

"To end up in sub-tropical Ghana is unusual for Protector – we're far more used to the cold and desolate environment of Antarctica," said Lt Cdr Matt Lindeyer, Protector's 1st Lieutenant.

"The training proved invaluable for the local security forces and helped them to hone their enforcement skills in the ongoing efforts to ensure the safety of commercial shipping moving along the west coast of Africa."

Similarly impressed was Ghana's Commissioner of Police who observed proceedings and



is keen for the link-up with the UK Border Force detachment to continue.

Boarding complete, Protector's crew opened her gangway to a range of groups – recruits from Ghana's Navy, pupils from a local school and Sea Cadets – to demonstrate the impressive array of capabilities and survey equipment onboard the Royal Navy's only icebreaker.

With all tours complete, military and diplomatic guests from across Ghana were invited to attend lunch onboard hosted by Capt Essenhigh and the Defence Adviser, Lt Col Simon Westlake RM. Guests included the Minister for Defence, Dominic Nitiwul, the Chief of Defence Staff, Major General Obed Akwa (pictured below chatting to Lt Col Westlake) as well as the heads of the Army and Navy and the Commandant of the Ghanaian Staff College, who had all trained or studied in the UK.

There was some downtime for the 88 crew, including trips to the nearby capital Accra and two football matches, one victory over the British High Commission XI which left player/manager LPT David Clayton-Charlesworth "very happy with the result..."



Richmond's date with a Queen

THE White Ensign flutters in the stiff Atlantic breeze as the flagship of the Cunard Line – and the nation's largest passenger vessel – charges along the port beam of HMS Richmond, part of a celebration of international unity and seafaring in France.

The city of Brest has dedicated 2017 to centennial events marking the arrival of American troops. The injection of fresh blood – more than 800,000 American soldiers entered France through Brest in 1917 and 1918 – would help tip the balance in favour of the Allies against the Central Powers.

At the heart of the celebrations was a three-day naval gathering in Brittany, attended by ships from Britain (Richmond), Germany, Brazil, Ireland, the USA and the host nation.

Richmond provided a Guard and Colour Party for a formal parade inspected by Vice Admiral Emmanuel de Oliveira, Commander of the Atlantic Fleet; the admiral then invited the participating sailors to join him at his official residence for a reception.

AB(Sea) Jessica-Brooke Cast, one of



Richmond's Guard, said she was filled with pride at the opportunity to parade the White Ensign through the streets of one of France's great naval cities as well as the "great opportunity to work with sailors from our fellow navies".

The parade on land was mirrored by one at sea as the ships sailed through Brest

MEN who safeguard their nations' ultimate weapons on both sides of the Atlantic shared their expertise during a fortnight of joint training in the UK.

R Squadron, 43 Commando Fleet Protection Group Royal Marines, make sure Britain's nuclear deterrent is safe – be it the Vanguard-class submarines which carry the Trident missiles when alongside in Faslane, or the weapons' storage facility at Coulport.

And 4,000 miles away in Kings Bay, Georgia, or 4,500 miles away in Bangor, Washington, the US Marine Corps Security Force Regiment does exactly the same looking after its deterrent.

The near-identical missions has led to a long-standing bond of friendship between the two marine units, a friendship which is strengthened each year by combined training on both sides of the Pond, Exercise Tartan Eagle.

The two-week-long British leg is spread far and wide, reaching far beyond the confines of Faslane.

Week one is held in the field: the Brits and Americans conduct navigation and survival training at Garelochhead, culminating in all ranks completing the original speed march – a seven-mile slog from Spean Bridge, where the Americans learned about the history of the Corps and the birth of the commandos in the 1940s; some 25,000 forerunners of today's green berets passed through the training centre at nearby Achnacarry during WW2.

43 Commando's American guests were then brought bang up to date with a week on Northumbria Police's indoor/outdoor range at Follingsby Park in Gateshead.

Indoors it features two 60-metre firing ranges (plenty big enough to drive vehicles around in if you so wish), and a 'judgmental suite' – a CGI simulator at which the shooter and the target can react to each other's movements.

And outdoors, there's a 'tactical training area' – a mock-up of a street with blocks of flats and terraced houses which you can smash your way into and fight your way through.

When they go to Virginia in October, 43 Commando will experience something similar when they're invited to use the US Marines' 'shoot house' for live-firing training.

"Tartan Eagle has offered a fantastic opportunity for both the Royal Marines from R Squadron and their American counterparts to train together and share tactics and best practice that can be employed on operations," said Capt Glen Moxham, R Squadron's Second in Command, who organised the UK phase of the exercise.

Harbour before firing a 21-gun salute in honour of Admiral de Oliveira.

The parade was, said Richmond's CO Cdr Antony Crabb RN, "a superb collection of ships and sailors, joined to celebrate our good relations and commemorate a date of historical importance to all participants of the Great War."

Richmond's final day across the Channel was spent escorting RMS Queen Mary 2 – 150,000 tonnes, upwards of 4,000 passengers and crew – to the starting line for a unique race from St Nazaire to New York.

Organised to further celebrate transatlantic links, her competitors for this challenge were some of the largest and fastest ocean going trimarans in the world. (Despite her size the cruise ship is capable of 30kts flat out.)

"This was an ideal opportunity for the many ships from the different navies to conduct a sail-past and capture the experience on camera of meeting this impressive Cunard ship at sea," said Lt Cdr Darren Lucas, Richmond's weapon engineer officer.

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Basking in Echo's battle honours

AN interest in history – combined with visits to Malta and Sicily – prompted the navigator of HMS Echo to delve into the ship's battle honours.

Over the past year the survey vessel – the twelfth warship to bear the Echo name – has been operating in the central Mediterranean as part of Operation Sophia, the European Union's effort to deal with migrants and smugglers.

Lt Phil Boak has been looking at the history of the ship in which he serves, and has focussed on the tenth HMS Echo – an E-class destroyer which operated in the Med during World War 2 and became associated with Malta and Sicily – for two different reasons.

At the outbreak of WW2, the island of Malta occupied an essential strategic position in the central Mediterranean.

Under British control and resting just 50 nautical miles from Italy, the small island was bombed continually and remained under constant threat of invasion.

However, if Malta could be held, Allied strike forces based on the island were able to harass and destroy the enemy, including vital supplies being ferried to the German army in North Africa.

Essential to Malta's survival was the arrival of convoys, carrying vital supplies, including food, medicines, fuel and aircraft.

The convoys were prime targets for enemy aircraft, fast-attack craft and U-boats, and suffered a heavy rate of loss.

The Royal Navy, including HMS Echo H23, was called upon to protect these convoys.

Thanks to the convoys, the sacrifices of the Servicemen and women, and the supreme resilience of Malta and her population, Allied forces eventually prevailed.

By the close of 1942 the threat of invasion had passed and the tide had turned against the Germans in North Africa.

With the threat to Malta over, and control of North Africa resting firmly with the Allies, an elaborate plan was made to

invade Sicily. The island remained under Fascist Italian and German control and was an essential 'stepping stone' prior to the invasion of mainland Italy.

Codenamed Operation Husky, the invasion of Sicily took place on July 10 1943, involving Allied naval, ground and air forces.

A total of 2,590 ships took part in the operation, of which the Royal Navy was the predominant force, contributing some 1,614 vessels.

HMS Echo H23 was one of these, helping to cover the seaborne landings. The invasion was successful and the Axis forces were pushed from Sicily, the last German forces being evacuated on August 17 1943 and Italy formally surrendering weeks later.

Today, HMS Echo H87 enjoys the warm hospitality offered by both the Maltese and Sicilians, and works in close co-operation with the Italian Navy during Operation Sophia.

However, the wartime involvement with both Malta and Sicily remain proudly remembered, immortalised in Echo's battle honours.



● The E-class destroyer HMS Echo pictured during WW2 and the current Echo departing Malta earlier this year

Picture: Sub Lt Alastair Pittaway

Plea to save Navy's Foxy Lady

UPWARDS of £3m and four years' work is needed to return the Navy's last airworthy Sea Vixen to the skies after an emergency landing.

The veteran fighter suffered undercarriage failure and pilot Cdr Simon Hargreaves was forced to bring Foxy Lady down at Yeovilton after a successful appearance at Duxford Air Show.

The belly landing made for a spectacular sight, throwing up flames and sparks as the jet travelled on its fuselage for several hundred yards before eventually coming to a halt; Cdr Hargreaves was not hurt.

Although Foxy Lady, pictured right, came through the landing intact, a comprehensive survey of the jet by engineers shows she suffered far more extensive damage than first thought.

The hydraulic failure which prevented the undercarriage lowering also meant the jet's flaps – used to provide lift at low speed – wouldn't work.



As a result, the landing Cdr Hargreaves was forced to make was much faster than normal. Coupled with the impact on the tarmac, the energy transferred throughout the Sea Vixen's fuselage and airframe.

It's left Foxy Lady with cracks in both of her distinctive tail booms, a badly damaged gear box and warped bulk heads in her engine compartment – and left the team at Navywings, who raise the money to keep the RN Historic Flight in the skies, with a major fundraising headache.

"Work by the assessors estimates that it could take between three and four years and cost £2-3m to get her flying again," said Navywings' Louise Evans.

"We urgently need a 'white knight' sponsor in the next month who would be prepared to come to the rescue and underwrite these costs and save the last flying Sea Vixen in the world."

The vintage jet was donated to Fleet Air Arm in the autumn of 2014, since when it appeared at air shows around the UK as one of a few examples of veteran British naval aviation still in flying order.

The Sea Vixen had a notorious reputation during its 13-year service with the Royal Navy – spanning the end of the 50s through the early 70s – with one in three of the 145 jets built lost to accidents.

Foxy Lady was delivered to the RN at the end of 1963 and served with 899 NAS, whose mailed fist logo adorns the tail, until 1971.



● Gillian Molyneux presents the Molyneux Prize to ET Davies

Top accolade for trainee deep

THIRTY-NINE junior submariners passed out from one of the most technically challenging military training courses in the world.

The trainees marked their completion of the Submarine Qualifying Course (SMQ) at HM Naval Base Clyde.

There to witness the occasion was Rear Admiral John Weale, Rear Admiral Submarines (RASM), and Gillian and Jamie Molyneux, the widow and son of submariner and George Medal recipient Lt Cdr Ian Molyneux.

The Submarine Qualifying Course provides future submariners with the knowledge essential for joining their first Royal Navy submarine.

The event also featured the presentation of the Molyneux Prize, the annual award presented to the best trainee in SMQ across three classes of submarine – Vanguard-class, Astute-class and Trafalgar-class vessels.

ET (WESM) Davies was given this year's prize by Gillian Molyneux.

ET Davies quickly settled into the submarine training environment, achieving the highest overall results in his entry as well as a superior final exam mark.

He also excelled in his oral exam, demonstrating a level of

knowledge far in advance of the information contained in his training course – the result of many extra hours of work to master the knowledge.

"ET Davies has been my top student during training and it has been my pleasure to instruct him," said CPO O'Neill, SMQ (North) Chief Instructor.

"I can see a very bright future for him within the Royal Navy Submarine Service and he has my strongest recommendation for the annual Molyneux Prize."

Prospective submariners join SMQ (North) at Clyde for the "dry phase" of their training – the part conducted on shore in both classroom teaching and instruction on board vessels alongside.

Before passing-out, the students have to complete a final exam, oral board and walk-rounds.

If successful, the "wet phase" of their training begins where the students complete their SMQ training at sea on board a Royal Navy submarine.

It is only after completing both phases that students become fully fledged submariners entitled to wear the coveted dolphins badge.

In addition to the presentations to the students, Rear Admiral Weale presented watches to Gillian and Jamie Molyneux.

Dazzling at national policing awards

ROYAL Navy police officer Lt Elizabeth Grant displays her national leadership award.

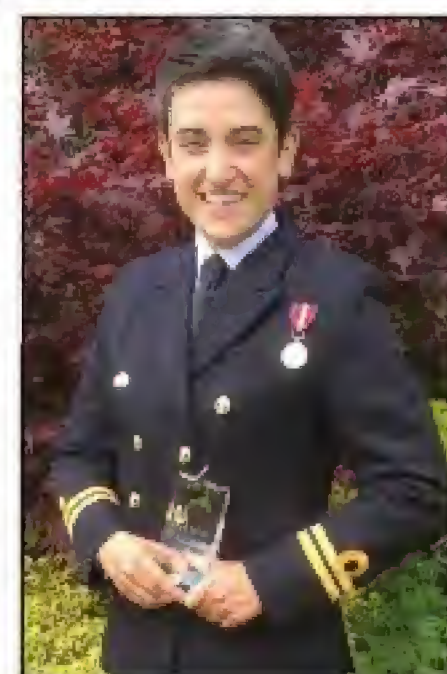
Lt Grant won the British Association of Women in Policing's national award for leadership.

Her citation praised her having 'led from the front' in efforts to tackle domestic abuse within the Naval Service.

Her award citation also stated: "For the past two years she has worked with a large degree of autonomy and authority befitting an officer of a more senior rank by providing oversight of all RNP operations on behalf of the Chief of Royal Navy Police."

An RNP spokesperson said: "Lt Grant is an exceptionally bright and talented RNP officer, whose operational knowledge, confidence and natural enthusiasm in all that she does contributes to making her an inspirational leader."

Provost Marshal (Navy) Cdr Jack Hawkins RN said: "Congratulations to Lt Grant on such an amazing achievement



– the RNP and wider Naval Service has benefitted greatly due to your efforts."

Information on domestic abuse matters can be found on the Royal Navy Police Defence Intranet page; search for Royal Navy Police.

Band marches to success

HMS Sultan won the Willis Trophy as the Best Marching Band at the Royal Naval Volunteer Band Association Festival.

Nine bands competed in Guildhall Square, Portsmouth,

with Second Sea Lord Vice Admiral Jonathan Woodcock presenting the prizes.

"To win the trophy is a massive achievement for us and shows how well we work," said band officer Dave Matthews.

FIVE GO ON AN ADVENTURE TO T



Pictures: PO(Phot) Si Ethell, RNPOTY



THE journey, not the destination, matters.

Yes, that is a bit of T S Eliot. Not Nelson. Mahan. Beatty. Cunningham.

No, we've not gone all philosophical on you.

Nor have Commando Helicopter Force.

But the wings of the Royal Marines wanted to test their new steeds and prove that they can do what's expected of them: accompany the Royal Marines anywhere in the world inside five days - as befits their 'R2' status (R0 is immediate notice to move, R1 is within 48 hours).

You never know when global events might prompt such intervention... so CHF bosses surprised all three of their squadrons with a simple, but demanding order:

Transfer five helicopters - three Merlins from 845 and 846 NAS and two Wildcats of 847 - to Bardufoss in Norway to be in a position to support ground troops within five days.

Bardufoss is a regular haunt for the Junglies; they spend several months each year

training at the Norwegian Air Force base, getting used to operating in hostile midwinter conditions (the airfield is a good 170 miles inside the Arctic Circle, with temperatures dropping below -30°C).

But Clockwork (so called because it's as regular as...) is a long-planned, fully-supported exercise with CHF personnel in situ long before the helicopters arrive, getting stores and supplies ready, sorting out all the admin ready for the Merlins and Wildcats to conduct their winter/mountain flying operations.

Exercise Nordic Bound was the exact opposite: could the five helicopters deploy at short notice, carrying all their kit and caboodle, and the men and women to fly and maintain them?

And an extra question: could a Merlin travel from Yeovilton to Bardufoss within 24 hours?

So, how to get from A to B? Quickly.

Despite its size, a Merlin will fit inside a giant Globemaster transporter - with rotor blades removed, tail folded and other

alterations - but the whole transportation process takes two or three days. Per aircraft.

Moving helicopters and supplies by road would take a similar amount of time - and you require the permission of every nation along the way (not always guaranteed).

Flying there yourself is by far the best option... but still far from easy.

With over 1,500 miles to cover, several refuelling stops, checks and the like to consider, the flight would take a good 12 hours or more - and crews are limited to eight hours in a cab each day (for very good safety reasons).

So a spare crew - two pilots, two aircrewmen - would have to take over for the later legs.

With all these considerations in mind... challenge accepted.

"We had perhaps four days to sort out flight plans, diplomatic clearances, organise refuelling stops," explains 845 NAS pilot Lt Peter Crease.

Such tests, says his colleague Lt Bob Powell from sister Merlin squadron 846,

are vital if the Commando Helicopter Force is to 'self-deploy'.

"Marines," he says "carry all the equipment they need to fight on their backs".

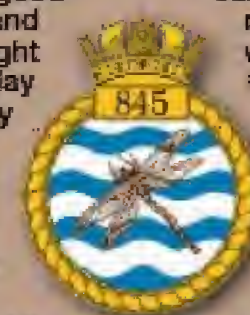
As a result, the five helicopters were packed to the rafters with equipment, personnel (a maximum load of 20 people in each Merlin taken them up to 15-plus tonnes), and personal kit.

"The benefit of this approach is that the aircraft and personnel can be deployed and arrive ready for operations

without having to wait for logistics to arrive by road or sea - which can often be problematic in times of crisis," Lt Powell adds.

Eight aircrew - four pilots and aircrewmen - were selected for the day-long epic to Bardufoss which not only demanded precision planning, but concentration in the cab during some very long legs.

The first leg took the green Merlin all the way from Yeovilton to Aberdeen (a mammoth 430 miles - including one mile for a couple of laps circling HMS Queen



THE LAND OF THE MIDNIGHT SUN



Elizabeth), on to Shetland (210 miles), across the North Sea to Bergen (225 miles), Ørland near Trondheim (270 miles), Bodo (280 miles) and the final hop to Bardufoss (165 miles). – 1,579 miles in all (give or take the odd mile). In about 12 and a half hours.

The chief advantages Merlin enjoys over its predecessor are strength and speed – it can carry more, faster and further.

A Sea King Mk4 would never reach Aberdeen on a single tank of fuel from Yeovilton. And certainly not carry personnel and kit. No wonder Lt Crease – who was in the cockpit for the first half of the flight north – regards the aircraft as “an impressive beast”.

The smaller Wildcats have a shorter range than the Merlin Mk3; it would take a two-day trip skirting the North Sea’s eastern shores to reach their destination (five different countries, nine refuelling stops) – with a challenge of their own to face: reach Bardufoss by midnight of Day 2.

The first day ended on

schedule in Aalborg in northern Jutland.

“We woke up the next morning having to fly almost the entire length of Norway in one day,” said Wildcat pilot Lt Paul Melling.

As the day drew on and the formation of two Wildcats and one Merlin found the weather turning against them and headwinds slowing their progress. By the time they reached the last stop – the coastal city of Bodo, just inside the Arctic Circle – the clock was ticking... and the helicopters needed servicing.

“With only 15 minutes to spare the engineers handed the aircraft back to the aircrew and the formation once again took to the skies,” Lt Melling added. “A short while later all the aircraft touched down at Bardufoss.” They arrived with 75 minutes to spare.

It was still light when the aircraft reached their destination. It was still light at midnight. For in high summer at this latitude, there is no night, only day – for more than a month, the sun does not set.

“No dusk, no dawn. You can fly for 24 hours in daylight. We’re not used to it, so it does affect sleep patterns,” said Lt Crease.

Once in Bardufoss there was a little flying to be squeezed in – continental navigation, mountain flying, a few touch-and-go landings (the deep snow drifts of February and March had been replaced by boggy terrain).

Temperatures in northern Norway at this time of year are similar to the UK – a pleasant 19 or 20°C by day. And while the higher peaks are still capped by snow, the white stuff has largely receded to reveal a land of meadows filled with summer flowers.

“In the winter you have white-outs, landing in snow drifts, only a few hours of daylight flying, and you have to deal with the basics of survival in such a harsh environment,” said Lt Crease.

“In the summer, it proved to be a real surprise – a lot warmer than we expected. The entire region looks utterly different, yet it is still recognisable.”

Almost as soon as they’d arrived in Bardufoss, it was time for the mini detachment to return to Somerset in three waves, taking the long way back: (deep breath) Bardufoss, Bodo, Namsos, Kristiansund, Flora, Stavanger, Aalborg, Sylt, Leeuwarden, Wattisham and lastly Yeovilton – more than 1,750 miles in the air over two days.

It was short and demanding, but an extremely useful experiment for the entire Commando Helicopter Force: Nordic Bound proved that five Royal Marines helicopters can cross Europe ready to support ground troops in a matter of days.

It means that the entire Eurozone, plus the Black Sea shores of Ukraine and the northern seaboard of Africa as far east as Tripoli is, potentially, within reach of CHF within days, even hours, from being activated.

“It was short, but a really great experience and, as ever, the Norwegians were great, really warm, friendly hosts and very accommodating,” Lt Crease said.





Staying put

GOING nowhere – unlike the museum he stands outside – is the iconic yomping Royal Marine on Portsmouth seafront.

After a year-long consultation, the board of the National Museum of the Royal Navy has agreed unanimously to leave the figure where he's been for a quarter of a century.

The Royal Marines Museum is moving two and a half miles down the road to Portsmouth Historic Dockyard and the old boathouse currently occupied by the Action Stations exhibit.

A £13.85m grant from the Heritage Lottery Fund to create a modern, interactive RM museum, more in tune with the demands of 21st-Century tourists, and allow far more objects from the Corps' 350-plus-year history to be displayed.

Many people feared the museum's move would be followed by the statue being uplifted, but NMRM director Prof Dominic Tweddle said the strength of public feeling was overwhelmingly in favour of the depiction of Cpl Peter Robinson yomping in the Falklands remaining in front of the former RM barracks.

The museum needs to reach a final agreement with Portsmouth City Council to maintain both the statue and its surrounding grounds.

'Bringing BRNC to life...'

THE training of naval officers comes to life in a unique oral history project about to go on tour around the UK.

Spanning 50 tumultuous years from the Great Depression to Thatcherism, Britannia's Voices records life at the spiritual home of the RN Officer Corps through peace and war, strict discipline and parade ground japes, as three generations of men – and later women – were converted from civilians into future naval leaders.

It's the first attempt to record the everyday life of cadets at Britannia Royal Naval College – and came just in time to capture the last voices of the WW2 generation.

Given their backgrounds and education, Dartmouth cadets were the sort of people expected to write their memoirs.

But apart from some senior officers – especially those caught up in conflict – few actually put pen to paper (or fingers to keyboard for the modern generation).

And while there have been a flood of oral histories and accounts of lower-deck life and training, what officers went through has largely been ignored, beyond official documents and papers. The voices of cadets was in danger of being lost.

Hence, the push to record memoirs with the emphasis on the '30s through to the '80s – the period of greatest social change in the modern RN.

With the assistance of the Britannia Association and £45,000 of lottery money, 64 interviews were carried out, mostly by freelance radio reporter Fiona Clapin, with 80 hours of memories recorded.

They were then transcribed, edited, categorised into one of five themes – leadership, discipline, changing times, training and leisure – and, with a little technical jiggery-pokery, uploaded on to iPads and installed on exhibition stands (pictured top right with two cadets listening to accounts).

One can be found in the college's museum, the other goes on tour at libraries, community centres and the like, beginning with The Priory in Newton Abbot on September 29.

"We know the official history of the college, we know what happened here during the war, when training changed. What



● Dartmouth as a school for future naval officers – here in short trousers, in the 1930s or '40s

we didn't know was how these changes affected cadets passing through the college," explains Britannia Museum curator Dr Jane Harrold.

In the '30s and '40s, most boys arrived at Dartmouth aged 13, often with their careers, even entire lives, mapped out for them by their parents. They were invariably drawn from the middle or upper classes.

Four decades later, and the entry age had been raised to 18, with the college starting to see graduates applying to join the RN – reflecting the increase in university-goers in UK society.

Similarly, the older interviewees generally speak with a refined RP accent, the crystal-clear upper-class voice of the BBC for decades. By the end of the period covered by the project, regional accents and dialects are far more common.

Like Liverpoolian Capt (now Cdre) Henry Duffy, BRNC's CO between 2014 and 2016. He passed through as a cadet in the late 1980s when elocution lessons were still on the curriculum.

By then, attitudes had changed 180 degrees: Henry Duffy

attended classes because of his broad Scouse accent; his friend endured them for being too posh – "he sounded like the Queen Mother's cousin".

"Officers were meant to have plums in their mouths and speak posh. It was like My Fair Lady," Capt Duffy recalls. "Just imagine that today."

Equally eyebrow-raising are the accounts of Wren officers. Karen Peach was appalled when she had to attend lectures on make-up, contraception, appearance and bearing.

"After a couple of months of this, I said: No, no, no, this isn't what training should be – they're training us to be officers, not fashion models," she remembered.

Or maybe they were looking for models. For there was the Pauline Doyle Trophy, presented to the female officer "who best maintained their femininity on the parade ground".

It was, said Carolyn Stait – who would rise to become a commodore and commander of Faslane – "the sort of trophy that you almost dreaded being awarded". This was as late as

the 1980s – with a female prime minister.

Besides the changes there are constants. "There are running themes of camaraderie and friendship. Every cadet has at least one friend for life in someone they joined up with," says Dr Harrold.

She hopes this is the first of a two-stage project; having interviewed cadets, the next goal is to record the memories of staff (civilian and military) spanning the same period.

"The whole point of oral history is to hear the voices, to hear their accents, to hear them tremble with emotion, something you wouldn't get just reading a memoir or a transcript. They bring the college to life," Dr Harrold adds.

A book to accompany the travelling display, Britannia's Voices, has been published by the Britannia Museum Trust and is available for £7. For details email britanniamuseum@hotmail.co.uk or write to Britannia Royal Naval College, College Way, Dartmouth, TQ6 0HJ.

Cheques should be made payable to Britannia Museum Project.

And you can listen to some extracts from the interviews at twitter.com/bmcoralhistory.



Today Dartmouth has one of the best navigational training suites of any maritime college in the world, but it wasn't always like that as Cdr Bill Melly – brother of jazz musician George – who went through Dartmouth in the 1940s recalls:

"I did find navigation difficult. Never had anything to do with it before. Magnetic compasses and swinging them – of course nowhere near the sea, so we couldn't go and practise it really.

And then somebody had the bright idea of buying some Walls ice cream tricycles. They put a magnetic compass on the handlebars and a chart of the grounds of Eaton Hall on the flat bit of the ice cream container.

And we had to find the way from A to B, taking fixes of an oak tree and the cricket pavilion, all sorts of things and plotting them out. Hopeless! Hopeless! So inaccurate. We used to end up playing bumpums [dodgems] with the tricycles. They didn't last long..."

Divers remember 'forgotten' WW1 disaster

LT JEN Smith hands a wreath to a Northern Diving Group frogman as he prepares to descend on the wreck of HMS Vanguard in Scapa Flow – 100 years after the battleship was torn apart by a cataclysmic explosion.

The centenary of the dreadnought's sinking – the greatest single loss of life in the RN's history outside battle with all but two of the 845 souls aboard killed – was the occasion for events above and below the waves in Orkney.

The most poignant of the anniversary events was a return to the wreck by RN divers and a comprehensive survey of the war grave by a team of civilian divers/marine archeologists and their boat MV Huskyn.

Northern Diving Group last went down on the wreck back in 2009, when they left a White Ensign in tribute.

Eight years later and encrusted with marine life, the standard was returned to the surface and formally presented by the Naval divers to Orcadians – after they'd attached a fresh Ensign to Vanguard, whose wreck lies 34 metres (111ft) down off the north shore of the Isle of Flotta.

"The waters of Scapa have always held a special place in the diving group's heart," said LD James Brown.

"Whenever an opportunity arises for us to work in Orkney there is a competition within the team to secure a place."

Joining him in Scapa's cool waters was AB(D) Ahmet Demirezen: "Diving and honoring HMS Vanguard has been a

humbling moment in my career."

The survey by the civilians, which began in October last year, found the remnants of the battleship scattered across a wide area – unsurprising considering her terrible end.

After exercising with the Grand Fleet on July 9 1917, the dreadnought returned to Scapa Flow where, around 9.30pm, she was ripped to pieces by a series of horrific internal explosions, culminating in a final, awful blast, which showered Scapa with molten metal and burning debris, setting the Scottish heather alight.

It's thought a long-smouldering fire in a coal bunker caused cordite charges in an adjacent compartment to ignite.

"We're very sensitive to the historical importance of Vanguard's wreck," said diver Emily Turton. "We hope that our survey will add to our historic knowledge of this era of warship construction – and help maintain the memory of Vanguard and the sacrifice made by her crew."

Wreathlaying ceremonies took place over the wreck from various vessels, including P2000 patrol boats HMS Dasher and Pursuer – attended by around 40 descendants of those lost.

And there were commemorations ashore at Lyness and in Kirkwall's imposing St Magnus' Cathedral with an 11pm 'night watch' service.

Picture: Marjo Tynkkynen

■ See next month's *Navy News* for a special feature on the survey of the wreck with stunning imagery





Exploring Guam's underwater world

OFFICER in Charge of Fleet Diving Unit 3, Lt Cdr Alasdair Magill reports on how he led a team to the Pacific for an international symposium.

WHERE is Guam?

Good question, ask an average group of people and you will receive a number of different answers, ranging from: "It's near Vietnam," to "it's in the Caribbean" and "I flew over it on my way to Jamaica".

The answer is that it's in the Western Pacific Ocean, about halfway between Japan and Australia.

It's a small island that is locally known as a poor man's Hawaii, but is an unincorporated and organised territory of the United States.

It has the US dollar, Burger King and free refills but also lush tropical vegetation with wild pigs running around, a mountain taller than Mount Everest and some of the best wreck diving in the world.

In June a small team from Portsmouth-based Fleet Diving Unit 3 (FDU3) deployed to Guam to take part in the Western Pacific Naval Symposium Divex 17, a multi-national, maritime exercise operating from the US Naval Base.

The scenario was that a multi-national mine counter-measures exercise was

about to start in Guam when a typhoon struck the island.

Post-typhoon all the naval assets were re-tasked to conduct exploratory search-and-damage assessments of geographical areas and the infrastructure of Outer Apra Harbour.

These were required so that assessments could be made with reference to re-opening the harbour to commercial and military traffic delivering aid to Guam.

The interesting and different part of this exercise was the post-typhoon phase, where the divers would be dealing with ordnance that would have moved and could be in any state of activation while surveying the shipping that had sunk during the typhoon.

Obviously not even the US can afford to sink ships just for an exercise, so an area was required that had wrecks that will fit the bill.

Stand up Guam.

Diving using Clearance Diver Life Support Equipment (CDLSE), the team surveyed ships, planes and even a bulldozer.

The highlight was the wrecks of the SMS Cormoran, a German passenger-cargo freighter which had been transporting coal, and the Tokai Maru, a Japanese luxury liner which was re-commissioned as a freighter to

transport personnel and war materials for the Japanese Imperial Navy.

The interesting fact about these two wrecks is that they lie next to each other but were sunk in two different wars.

On April 7 1917 the SMS Cormoran was scuttled by her crew – the Americans tried to stop them by firing a warning shot across her bows. This was the first shot fired by Americans in WWI.

Then 26 years later during WW2, the US submarine Snapper fired four torpedoes, three of which hit and sank the Tokai Maru, on August 27 1943.

As with any multi-national exercise, it's not just about the physical tasking of the exercise but hands across the ocean and the bonds that can be made.

It was a secondary aim that FDU3 would integrate with Clearance Diving Elements from key regional partners, such as Australia, Canada, Chile, the Republic of Korea, Japan and United States 7th Fleet to name a few.

Given the variety of nations through a combination of interpreters, the international language of hand signals, pointing and nodding the exercise was a great success.

FDU3 greatly benefited from working with our partner nations in the region and are looking forward to further interaction on exercises in the future.



● Main image: AB Diver Scott Hulme conducts a survey of a sunken US tanker in Apra Harbor, Guam; Clockwise from top left, AB Diver Joe Kozak demonstrates the placement of an over pressurisation charge on a ground mine to personnel from the US Navy and Japan's Maritime Self-Defence Force; LS Diver Lewis Watson salutes the fallen during survey operations of the wrecks of the SMS Cormoran and the Japanese liner Tokai Maru; LS(D) Watson and Lt Hayasi of the JMSDF return to the surface; Bomb disposal technicians rig a lift balloon during a mine training exercise; US Navy divers, along with a member of the JMSDF prepare to surface

Pictures: FDU3 and PO 3rd Class Alfred A Coffield, USN



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● From left, Two French Rafales, a Spitfire and Lancaster bomber, and the Red Arrows' Hawks line up



● Above, the Pitts Special performs in front of the Air Traffic Control Tower at RNAS Yeovilton; Below, the US P-51 Mustang



● Main image, crowds watch two of the Wildcats in action; Above left, Jack Steadman, 11 months, with his programme, right, the Red Arrows in action

Pictures: LPhoto Guy Pool, Bernie Henesy and Lee Howard

Action amazes air day crowd

ALL eyes were on the skies as aircraft past and present performed spectacular displays for the large crowd at RNAS Yeovilton's International Air Day.

The aerial action began with a stunning display from Rich Goodwin in his Pitts Special Muscle biplane.

Displays from jets included the Belgian Air Force's F-16 Falcon, the Norwegian Air Force Historic Wings Mig-15 and the Royal Jordanian Falcons.

Crowd favourites the RAF's Red Arrows were next up with a rolling nine-ship display, which culminated with the aircraft splitting into two groups for spectacular synchronised flypasts.

The Fleet Air Arm demonstrated their front-line capability with displays from the Wildcat HMA2 and a Merlin MI2 from 824 NAS, while the Army Air Corps flew an Apache AH1.

The 21 flying displays also included a Spitfire and Lancaster from the Battle of Britain Memorial Flight. Classic aircraft displays were also put on from a P-51 Mustang, Chipmunk, Westland Whirlwind and a Harvard 3.

Fast jet action included a rare appearance by a Danish Air Force F-16 along with a pair of French Navy Assault Rafale aircraft, one in the snow tiger

colours.

The air action ended with a spectacular display by the Patrouille Suisse and their seven F-5E Tiger Sharks.

There was also lots to see on the ground including a US Air Force Boeing C17 Globemaster from Charleston AFB taking pride of place among the static helicopters, aircraft and trade stands.

Thousands of spectators also enjoyed the Science Technology Engineering and Maths Centre, where visitors could build a glider for a competition to win a flight in a helicopter.

Other highlights included the HMS Heron field gun demonstrations, Commando Helicopter Force's forward operation base, the Military Wives Choir and HMS Heron's Volunteer Band.

Commanding Officer of RNAS Yeovilton, Cdre Nick Tindal, said: "This is a fantastic day for the air station and its 5,000 staff, military and civilian."

"Thousands of visitors come here to see an exciting day of flying in perfect conditions and it is the one chance in the year the aircrew and support staff here at Yeovilton get to explain what they do and how they support helicopter squadrons worldwide."

"It is a tremendous day and we had the perfect weather for a superb and diverse flying display."



● Above, air day visitor Daniel DeBoeck, five, from Bromsgrove, at the controls of a helicopter; Below, HMS Heron's Volunteer Band





● PO(Phot) Si Ethell, pictured below, was named Royal Navy Photographer of the Year for his portfolio which included, clockwise from top, a Merlin from 845 NAS taking part in Joint Expeditionary Force (Maritime) in the Mediterranean; Personnel from Commando Helicopter Force encountering the Northern Lights in Norway and a Merlin Mk3 from 846 NAS exercising with HMS Scimitar in Gibraltar



● Above and below, two of the images from FRPU(N)'s portfolio which landed the unit the Peregrine Trophy



● This portrait by CPO(Phot) Thomas McDonald was named Best Professional Image in Show



● LPhot Ben Shread won two awards – the Maritime Air Prize, above, and the Engineering Excellence Award, right



● Main image: LPhot Will Haigh's photograph featuring members of 29 Cdo RA on Exercise Green Canon at Otterburn Ranges was part of FRPU(N)'s winning portfolio for the Commandant General Royal Marines' Prize

FROM emotional homecomings on windswept jetties to the action-packed scenes of operations in the Gulf, the Royal Navy's photographers see all sides of the Senior Service.

The photographers, who deploy with warships and commando units worldwide, have been recognised for their talent, dedication and creativity at the annual Peregrine Trophy awards in London.

Joining up as any other rating into a particular trade such as logistics, engineering or warfare specialists, the sailors work hard to excel at their chosen field before being accepted into

the elite photographic branch.

The select few then work with the Royal Navy and Royal Marines on deployments anywhere in the world – from Antarctica to the Arabian Sea, from the UK to the Far East – taking pictures of maritime operations, personnel at work and capturing all aspects of naval life.

Every year the best of these images are showcased at the prestigious Peregrine Trophy awards – this year held at Trinity House in London – with the winners congratulated by First Sea Lord Admiral Sir Philip Jones.

PO(Phot) Simon Ethell was named this year's Royal Navy Photographer of the Year with a portfolio of imagery from

operations around the world.

PO(Phot) Ethell, 42, who is based with Commando Helicopter Force, also won the Short Story-Telling Video Award and the Royal Navy Video Award.

He said: "I'm delighted to have won Royal Navy photographer of the year and over the moon that my video has been recognised, as I'm passionate about video."

PO(Phot) Ethell joined the Royal Marines in 1995 and transferred to the Photographic Branch in 2008.

He was based at Fleet Regional Photographic Unit North before joining 40 Commando, where he worked from 2009-11, deploying with the unit to Afghanistan for Op Herrick 12.

On his return he went back to the Defence School of Photography – but this time as an instructor for both military and civilian photography students.

In 2013 he joined the Royal Navy's Mobile News Team based at Fleet Photographic Unit (East) in Portsmouth, then moved to RNAS Yeovilton to join CHF in 2015.

CHF have two Merlin helicopter squadrons and one Wildcat squadron where they deploy worldwide in support of 3 Commando Brigade Royal Marines.

Capt Ian Stidston, the head of the Royal Navy Photographic Branch, said: "The Royal Navy protects our nation by operating around the world





● PO(Phot) Carl Osmond won two awards – Best Maritime Image, above, and Global Operations, below



● LPhot Will Haigh's image of a families' day aboard HMS Blyth won the RNRMC Family and Friends Award



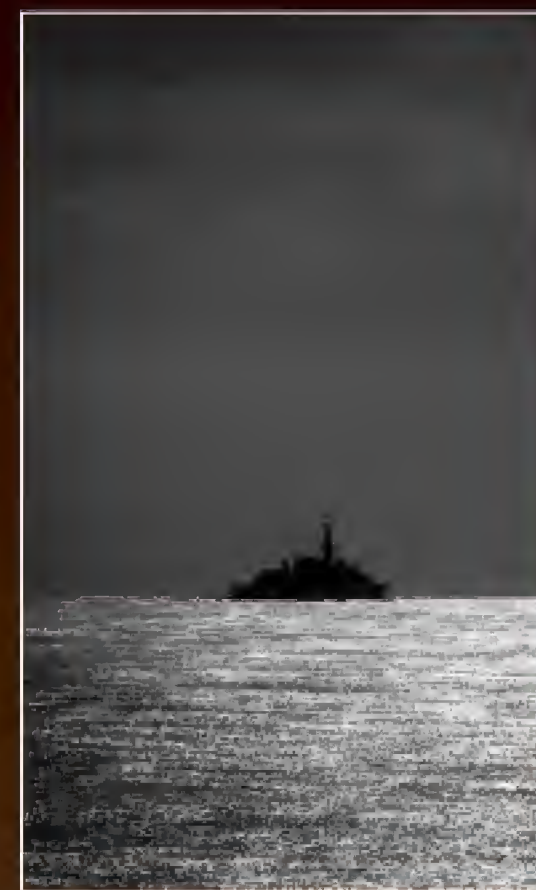
● Images from winners of the amateur categories, from top, Sea Cadet Sally, from TS Tenby, AB Ben Corbett and Lt Jamie Weller



● LPhot Dave Jenkins scooped the Navy News People's Choice Award with his image of HMS Sutherland accompanying the Russian ship the Vice Admiral Kulakov, above; PO Michael Weir won the RN Amateur Open Category with this image, below



● This photograph of aircrew from 848 NAS returning to RNAS Yeovilton won LPhot Dan Rosenbaum the Spirit of Diversity Award



at sea, on land and in the air, and our photographers capture every element of that work. I am immensely proud of all they have achieved in the past year, telling the story of the Royal Navy and Royal Marines through their dedication to the art of photography."

With just 13 professional categories and four amateur classes, the competition is fierce and whittled down by an expert panel of judges. There were more than 400 entries this year.

The judges were Luke Brighty, picture editor of the Metro, David Botwink, of Maritime Films UK, Jack Ashdown, of digital agency E3, Rob White, of Maritime Films UK, Panay Triantafyllides, the Defence

Images imagery editor, and Harland Quarrington, chief photographer at the Ministry of Defence's head office.

Fleet Region Photographic Unit North picked up the Peregrine Trophy and also won the Commandant General Royal Marines Portfolio Prize.

The unit, which provides photographic support to all operational and non-operational ships in the northern region, produced a portfolio showcasing Service life in HMS Bulwark, Ocean, Dauntless, Middleton, Somerset, and a multinational exercise.

Other winners were:

■ Best Maritime Image Award: PO(Phot) Carl Osmond
■ Maritime Air Prize: LPhot Ben Shread

■ Global Operations Category: PO(Phot) Carl Osmond

■ Royal Navy and Royal Marines Charity Family and Friends Award: LPhot Will Haigh

■ Best Professional Image in Show: CPO(Phot) Thomas McDonald

■ Navy News People's Choice Award: LPhot Dave Jenkins

■ Spirit of Diversity: LPhot Dan Rosenbaum

■ Engineering Excellence Award: LPhot Ben Shread

■ RN Amateur Photographer of the Year: Lt Jamie Weller

■ Amateur Maritime Image Award: AB Ben Corbett

■ RN Amateur Open Category: CPO

Michael Weir

■ Sea Cadet Amateur Open: AC Sally, TS Tenby

The Peregrine Trophy dates back to 1961 and is named after HMS Peregrine, the Royal Naval Air Station in Sussex.

The award's primary purpose is to encourage the production of eye-catching, powerful imagery that can be used in the media to demonstrate Royal Navy and Royal Marines operations.

■ If you are recommended for Leading Hand/Corporal and wish to switch to the photographic branch, read **RNTM 026/16**.

■ Follow the RN photographers on Facebook at **Royal Navy Photographers**.

PERFECT PICTURES

New horizons for old frigate

A BRIGHT future beckons for an historic warship in the North-East of England.

The National Museum of the Royal Navy (NMRN) has just announced short-term plans to invest £500,000 in the former Hartlepool Maritime Experience site.

At the heart of the complex on the Hartlepool waterfront is HMS Trincomalee, a magnificent frigate which celebrates her bicentenary later this year.

The 46-gun Leda-class frigate is the oldest warship still afloat in the UK, and in part owes her longevity to the fact that she was built in Bombay (now Mumbai) in India using teak, a particularly useful wood for boatbuilders owing to its hardness, resistance to rot and minimal shrinkage.

She was launched on October 12 1817, and soon after sailed to her namesake port in Ceylon, now Sri Lanka, to be laid up.

But just over a year after being floated out of her build dock she was on her way to the UK – with a group of passengers on board.

Eliza Bunt had been married to the boatswain of Trincomalee Dockyard but John Bunt died of fever in Naval service in 1818.

It was the responsibility of the Navy to return Eliza and her two young children home to Britain, so they took passage in the new frigate bound for Portsmouth.

Eliza's diary of the voyage is an interesting insight into life on board a warship, written from the perspective of a civilian woman.

Eliza records the painfully slow progress made – the ship, lightly armed for her voyage, sometimes barely managed one knot and rolled uncomfortably.

She also seems to have preferred to stay in her cabin – the routines of the 300 sailors would undoubtedly have been an uncomfortable environment for a young family.

The chronicle of Eliza's journey home is now the subject



of a permanent display, including props such as Polly, the resin parrot, all placed in a cabin to recreate the scene.

The display, much of it supported by a crowdfunding effort earlier this year, is aimed very much at family visitors.

Another such fundraising effort, with a target of £1,000, was an initiative to preserve a classic example of the art of the figurehead.

Uncovered during a spring clean at the site, it was probably Trincomalee's second figurehead and was made in 1845, ready for the frigate's first commission, which took her to the Americas and West Indies.

This rare survivor was designed and carved by Hellyer and Sons, the most successful family of figurehead carvers of the 19th Century.

They served most of the major dockyards in the country, including Portsmouth, where they had their original base.

Beautiful design drawings for more than 250 figureheads by Hellyers still survive in the National Archives, including that of Trincomalee (a more recent version of which is pictured left, on the prow of the ship).

The NMRN Hartlepool's Curator Clare Hunt said: "Our man was removed from the actual ship in the 1990s and since then he's been waiting in the sidelines for his time in the spotlight again."

"We will professionally conserve him in order to halt further deterioration by rot and prevent any serious breakage, especially in the neck area, where loss of timber from rot has left it in a seriously weakened state."

"Conservation will also reveal the original paint colours and bring the figurehead to a standard suitable for display, enabling the public to see it for the first time."

It is hoped that the final stages of restoration will be carried out on the Historic Quay site, allowing visitors to watch as the work is carried out.

The museum – the frigate, a reconstructed 19th Century quayside around her (owned by the local council and leased to the NMRN) and a handful of other historic vessels – has plenty of potential as a tourist attraction.

The NMRN took over the operation of the complex and HMS Trincomalee 12 months ago, and since then new marketing and the rebranding of the site has generated an additional 11,500 visitors.

Much-needed funds totalling £250,000 have been invested on resolving maintenance issues and conservation on HMS Trincomalee.

The restored figurehead will welcome families into a new activity zone offering hands-on adventures themes on the story of the ship and her historic ties to the sub-continent and restoration in Hartlepool.

New volunteer and learning opportunities for local



● HMS Trincomalee at the Historic Quay in Hartlepool

Pictures: Jeff Mayton

young adults or 'volunteers', particularly those not in education, employment or training – NEETs – are being developed with an emphasis on gaining skills.

Local schools have responded with enthusiasm to educational projects based on the ship, and the clearing of stores from cabins on board Trincomalee has yielded more room for interpretation

– placing items in context and fleshing out the stories of the people who lived and worked in the frigate through her active service career.

A countrywide art project by the National Museum, currently subject to funding, to observe the end of centenary commemorations for World War 1 will be launched at Hartlepool later this year and feature 100

life-sized statues decorated by renowned artists before they embark on a journey around the NMRN's other sites in Belfast, Somerset and Portsmouth.

Longer-term aspirations at the site include new galleries capturing Trincomalee's essential role linking it to the Indian Royal Navy and East Indian Company, and the potential re-siting of Rescue Motor Launch (RML) 497 to tell the heroic story of the Royal Navy's small boats in the North Sea.

Prof Dominic Tweddle, Director General of the National Museum of the Royal Navy, said: "Following a year-long consultation with visitors it is clear that they want more things to do for the family so they can make a full day of it."

"So investing in the family offer is essential."

"It means more people will visit, particularly locals, and this will have an overwhelmingly positive influence on the town."

"HMS Trincomalee remains the jewel in the crown on the site but needs essential maintenance and conservation and must be a priority for us if she is to survive another 200 years."

"We will work with the HMS Trincomalee Trust, which we own, to simplify governance on the site to refresh the board and recruit new trustees with relevant project-based skill, building on the National Museum's exemplary historic ship experience."

"The country welcomes a new aircraft carrier class to the RN fleet this year."

"We must capitalise on this interest by telling the proud story of the North East's contribution to our RN heritage."

"We continue to work very well with our partners at Hartlepool Borough Council with the shared aim of making the site sustainable and a real tourism gem for the region."

www.nmrn.org.uk/exhibitions-projects/nmrn-hartlepool

1805 Club celebrates Naval heritage

1000 + 1990 = 1805.

Okay, so the figures do not add up, but then 1805 is both iconic and a trifle misleading.

In Naval circles, it resonates as the year of Nelson's victory at the Battle of Trafalgar.

And it is the year that figures in the name of a prominent Naval support charity – the 1805 Club.

The club specialises in the later Age of Sail – from around 1700 to the mid-19th Century – which includes the French Revolutionary and Napoleonic Wars from 1793 to 1815, when Nelson developed and exercised his exceptional strategic and leadership skills.

But the club's wider interest is in 1,000 years of Royal Navy history, enhancing understanding of the key role played by the Royal Navy in protecting and advancing the national interest over the centuries.

The club, a registered charity founded in 1990, declares that the Navy stands only after Parliament, English law and the foundation of modern science by Isaac Newton as one of the fundamental elements contributing to British national achievement.

It generates programmes designed to improve naval historical education both within and outside the Royal Navy.

And this year, these aims were



recognised and by the Chancellor by way of a substantial grant to the club under the LIBOR fine scheme for six significant Naval history projects.

These include the conservation of Lord Nelson's marriage certificate on the island of Nevis in the West Indies and the restoration of the Chapel in the Old Royal Naval Hospital in Menorca, the oldest Royal Naval Hospital in the world, built in the early 1700s.

Within the UK, the club is setting up a scheme with the RN to provide Naval history lectures for serving personnel, organised jointly with and participated in by university academics.

Also, a number of important archival databases are being bought that will become available

online on the club's website.

These will enable detailed biographical research to be carried out on those who served in the RN between 1793 and 1815.

In the largest project, the club is reinvigorating the Trafalgar Way, which it established in 2005 as a legacy for the bicentenary of the Battle of Trafalgar.

This recreated the delivery, in 1805, by post chaise of the original Trafalgar Dispatch from Falmouth to the Admiralty in London by Lt John Lapenotiere.

In 2005, this was preceded by a maritime phase, for which the sail training ship Lord Nelson sailed to Cape Trafalgar with a new Dispatch that was then presented to the Spanish Navy at Cadiz, before sailing to Falmouth.

For the land phase, a new post chaise was built, which followed Lapenotiere's 271-mile route, now known as the Trafalgar Way.

Commemorative plaques were erected at the 21 locations where he changed horses, and since 2005 a further 17 plaques have been erected at intermediate locations along the route by local communities.

Over the next three years, the club aims to organise a wide range of activities along the Trafalgar Way, and will be appointing an executive director for that purpose.

County committees will also be established to organise local events along or near the route, and the club anticipates the staging of lectures, films and musical events as well as sporting events, with Sea Cadet units and Royal Naval Association branches also being involved.

The Ride the Trafalgar Way cycle challenge was due to be under way as Navy News went to press.

On the educational front, the club is extending its successful Wooden Walls programme of workshops into schools for Key Stage 2 and 3 students.

This will include many schools along the Trafalgar Way, and it is expected to also appeal to Sea Cadet units across the country.

Since its foundation the club has been conserving monuments, memorials and artefacts of the Georgian-era Navy as well as promoting and publishing original research into the Royal Navy of the period.

It also organises a wide variety of academic, cultural, social and historical events, including commemorations, international conferences and an annual Trafalgar Night dinner.

As well as occasional papers, the club's regular publications include its annual journal, the *Trafalgar Chronicle*, and its bi-annual newsletter, the *Kedge Anchor*, all

distributed free to members.

The club's membership is spread throughout the world, with a strong and active contingent in North America.

Members can also attend the annual Pickle Night at the New York Yacht Club, the proceeds of which are donated to the National Museum of the Royal Navy.

In addition, the club sponsors a panel of three naval history scholars who participate in the biannual US Naval Academy McMullen Naval History Symposium.

Anyone is welcome to join, and officials are especially keen to welcome serving and retiring members of the Service who have an interest in the history of the Royal Navy.

For further information see www.1805Club.org

If you would then like to discuss club activities further, please contact vice chairman Bill White at ChisWhite@aol.com, tel 0208 994 1416, or club secretary John Curtis at jscurtis@btinternet.net, tel 01732 453176.

You can join the club by clicking on the 'Sign up for Membership now' button on the website home page, or you could apply to the Membership Secretary, The 1805 Club, 1 Cambus Road, London E16 4AY (email barry@scruttonestates.co.uk).



● From left, Britannia Royal Naval College at Dartmouth pictured in 1928; Chatham photographed in 1972 and Lee-on-the-Solent airfield as it was in 1928

Pictures: Aerofilms/Historic England



● Above, the view from the air of the Devonshire Dock Hall at Barrow in May 1985; Below, the Royal Naval College at Greenwich, London, in 1946



● Below, from left, Millbay Docks in Plymouth in 1953; Spithead Fleet Review in 1924 and Portsmouth Harbour in 1974



Images chronicle changing coasts

A PICTORIAL record of how England's relationship with the sea has shaped the country's landscape over the past 100 years includes photographs never before published.

England's Maritime Heritage from the Air by Peter Walker showcases more than 150 striking photographs taken from English Heritage's Aerofilms collection.

Dating from 1919 to 2006, the total collection includes the largest number of air photographs of Britain taken before the start of World War 2.

The book chronicles the changing face of England's coastline and waterways, from the thriving port cities of Liverpool and Bristol to the flourishing fishing towns and ports such as Grimsby and Dartmouth.

The book also showcases how iconic and lesser-known ports, docks, ships, shipyards, Naval Bases, lighthouses, shipwrecks and maritime architecture have shaped towns, villages and communities.

The section on the Royal Navy includes the Spithead Review of July 1924 when King George V presented new colours to the Service.

The King and the Prince of Wales, the future King Edward VIII, reviewed the fleet from the Royal Yacht HMY Victoria and Albert. The twin-funnelled vessel, commissioned in 1901 and in service until 1939, is pictured passing on the starboard side of a Revenge-class battleship.

Some 196 warships were at the review, including a number which had seen service at the Battle of Jutland; four Revenge-class ships, Revenge, Royal Oak, Royal Sovereign and Ramillies, were in line astern from west to east at the eastern end of the review.

A photograph taken in 1974 of Portsmouth Harbour shows the Naval dockyard. In the foreground is Dock No 1, opened in 1801, while HMS Victory occupies Dock No 2. HMY Britannia is moored to the north east of the main dock area.

The book features an aerial view of Lee-

on-the-Solent, photographed in September 1928.

A temporary air base was established at Lee in 1917 and later converted into a permanent facility, with work beginning on three double-gabled seaplane hangars in November that year.

Now designated HMS Daedalus, the RAF took over the site on April 1 1918, and during the 1930s the airfield was transferred to the Fleet Air Arm.

The base, which was attacked at least twice by the Luftwaffe, underwent considerable development and was the busiest of all the southern airfields on D-Day, primarily flying reconnaissance and gun-spotting operations.

In 1962 the slipway was brought back into use following the creation of the Joint Service Helicopter Trials Unit.

Daedalus was decommissioned in 1996 and today the original World War 1 facility remains largely intact. Buildings on the north side are now used by the Hovercraft Museum. An area which has undergone huge transformation is Millbay Docks in Plymouth, with a photograph from

August 1953 recording the changes of the docks, which opened in 1882 and survived until 1963.

Today the harbour is active as a subsidiary of Associated British Ports; ferries run from the harbour to France and Spain.

The western half of the now Grade II listed inner basin and dry dock have been reclaimed for use by the ferry terminal. The King Point Marina opened in the inner dock in 2013 and the dockside area is currently being regenerated. The grain silo, built during World War 2, was demolished in 2008.

One of the more striking aerial views is of the imposing Devonshire Dock Hall at Barrow-in-Furness. Pictured during construction in May 1985, the hall was built for the construction of Britain's nuclear-powered submarines.

A photograph taken in April 1972 shows the mid-Victorian expansion of the naval dockyard at Chatham.

The yard closed in 1984 and the 18th Century core was transferred to the Chatham Historic Dockyard Trust and is now a museum. Basins One and Two have been redeveloped into a marina while Basin Three was transferred to Medway Ports Authority for commercial use.

The majority of the Victorian buildings no longer remain but the 1902-built Naval Barracks – once HMS Pembroke – survive as the Medway Campus of the University of Greenwich.

The Royal Naval College at Greenwich, photographed in 1946, and Britannia Royal Naval College at Dartmouth, pictured in 1928, also make an appearance.

The latest photographs capture the rise of England's maritime leisure industry and the rise in popularity of marinas, sailing and seaside resorts such as Blackpool and Brighton.

The book also provides a snapshot of England's coasts and waterways in their heyday and is a celebration of the country's ever-changing maritime identity.

It includes photographs of the Cutty Sark sailing to Brighton's West Pier (later destroyed by fire) and HMS Worcester berthed in Greenhithe in May 1939.

Famous ships also featured include SS Great Britain, RMS Mauretania and SS Queen Elizabeth 2.

Ferry terminals include Dover, Folkestone, Harwich and Hull, while the section on fishing ports includes Brixham, Grimsby, Whitby and North Shields.

The section on maritime leisure features photographs of Blackpool, Brighton, Morecambe and Southend.

The author specialises in industrial archaeology and has penned several books.

Historic England, previously known as English Heritage, champions and protects England's historic environment.

The Aerofilms collection comprises a unique photographic archive of more than 2,000 albums and 1.26 million negatives.

The collection is available to view online at www.britainfromabove.org.uk

■ *England's Maritime Heritage from the Air* is published by Historic England, £31.50, ISBN 978-1-84802-298-0.

'The thank-you they deserve'

A RECORD 300-plus parades, military displays and community fetes were staged across the country to honour the UK's Armed Forces, veterans and cadet organisations.

The National Event this year was on Merseyside – and the Royal Navy's senior officer in Northern England, Cdre Phil Waterhouse, described the outcome as "Armed Forces Day + Liverpool + sailors = fantastic."

The Royal Family was represented in Liverpool by the Earl of Wessex, and Prime Minister Theresa May, who also attended, paid tribute to the work of Servicemen and women in the UK and around the world.

"Our world-leading Armed Forces work day and night to defend our country and our way of life, both at home and abroad," said Mrs May.

"In the aftermath of the Manchester attack, military personnel played a vital role on UK streets, providing visible reassurance to our communities.

"And further afield they continue to take the fight to Daesh in Iraq and Syria, helping to drive the terrorists back and give ordinary people in those countries the chance to rebuild their lives.

"I am proud to have attended the Armed Forces Day



celebrations in the great city of Liverpool this year, joining thousands of people in expressing our gratitude to the men and women who do so much to preserve our freedom."

Other guests in Liverpool included Defence Secretary Sir Michael Fallon, Vice Chief of the Defence Staff Gen Sir Gordon Messenger RM, Mayor of Liverpool Joe Anderson, hundreds of Service personnel, cadets and veterans, and thousands of members of the general public.

The National Event began at 11am with gun salutes heralding a parade from St George's Hall, accompanied by a flypast from an RAF Typhoon and ending with a flypast from the Red Arrows.

The military villages then opened and visitors enjoyed an afternoon of displays along the Pier Head, including aircraft, diving tanks, inflatable boats, tanks, a field hospital, simulators and marching bands.

Type 23 frigate HMS Iron Duke, which had just taken part in NATO exercises in the Baltic, was berthed at the cruise liner terminal (pictured right and bottom left).

On the Friday the ship hosted a reception for Liverpool City Council to thank those involved in organising the weekend.

On Armed Forces Day Iron Duke was the backdrop to the parade before opening her gangway to members of the public.

The frigate also sent a team to the dragon boat racing event held nearby – and won against the RAF, Army and a civilian team.

She was also the venue for the Ceremonial Sunset that brought Armed Forces Day to an end.

The ship was opened to visitors again the following day, and by the end of Sunday more than 5,500 visitors had gone on board to find out more about the ship and the Naval Service.

CO Cdr Steve Banfield said: "It is a huge honour and a privilege to represent the Royal Navy in the lead city for Armed Forces Day this year.

"My ship's company are proud of HMS Iron Duke and have really enjoyed showing her to all the visitors this weekend.

"I'd like to thank the city of Liverpool for being such incredibly warm hosts.

"Every ship that visits Liverpool is treated exceptionally well by its people and we look forward to visiting again in the future."

Liverpool's Assistant Mayor and Cabinet Member for Culture, Tourism and Events, Cllr Wendy Simon, said: "What an incredible event!

"It truly is a day of celebration, and from the start it has been a sea of colour and sound – a fantastic spectacle for everyone.

"It was wonderful to see serving personnel, side-by-side with cadets and veterans marching through Liverpool, cheered on by the crowds lining the streets.

"This city has risen to the occasion and I'm delighted to say we are giving the Armed Forces the thank-you they deserve."

As well as the national event in Liverpool, significant events were staged across the country, including in Caerphilly, Plymouth, Bangor (Northern Ireland) and Edinburgh.

Smaller events, from fetes to film screenings, took place as far afield as the Falklands and Cyprus.

UK forces are currently involved in more than 20 operations in over 25 countries, from South Sudan to Iraq.

Veterans at the event represented the estimated 2.56 million ex-Forces community living in the UK, while the



Picture: PD (Phot) Owen Cooban

100,000 Sea, Army and Air Cadets were also well-represented at events the length and breadth of the country.

UK businesses showed their support too – the Royal Mail postmarked Saturday's mail with 'Armed Forces Day 24 June 2017', supermarket chain Morrisons offered free drinks to Service personnel and Toby Carveries offered a free meal.

Sheffield-based Stancill Brewery launched a new limited edition golden ale, Shiny Sheff, to raise funds for Penistone Armed Forces Day and to mark the 35th anniversary of the loss of Type 42 destroyer HMS Sheffield in the Falklands Campaign – members of the ship's company attended the launch.

Reserves Day – see opposite

Veterans with their association standards attend an Armed Forces Day service on Plymouth Hoe

Picture: LPhot Ken Gaunt



(Above) Sailors march through Liverpool towards the waterfront



A Royal Navy Wildcat from 815 NAS in Yeovilton was a star attraction at the Blackpool Armed Forces Day event



Picture: PD (Phot) Owen Cooban



Busy Tyne in Wales

SAILORS from patrol ship HMS Tyne spent a hectic weekend in South Wales, including a starring role at the Armed Forces Day event in Caerphilly.

The River-class vessel berthed in Cardiff, hosting almost 100 local dignitaries to demonstrate her capabilities.

On Saturday June 24 First Sea Lord Admiral Sir Philip Jones took the salute at a parade through Caerphilly – led by a

contingent from Tyne – then met members of the ship's company during the afternoon (above).

On Sunday the ship – currently in the hands of Mine Countermeasures Squadron 2 Crew 6 – welcomed more than 1,000 visitors on board during Ship Open to Visitors.

And even when Tyne sailed her sailors were busy, helping the Coastguard on a lifesaving mission within 48 hours.



Norfolk honours Nelson

THIS is the bullet which killed Britain's greatest sailor.

Still fused with a piece of gold lace which it ripped from Nelson's uniform as it tore through his left shoulder and caused fatal wounds on October 21 1805, the lead shot is the most treasured item to go on show at a major exhibition in the admiral's home county for two months.

Norwich Castle Museum is hosting *Nelson and Norfolk* until October 1, celebrating both the naval leader's life and his strong ties with the county.

The 15mm musket ball which killed him – fired by a French sharpshooter – was recovered by Victory's surgeon at Trafalgar, William Beatty, mounted in a locket and eventually presented to Queen Victoria 40 years later.

Joining it at the exhibition will be Nelson's undress coat and hat, which he wore at the Battle of the Nile; the hat features in the iconic portrait of Nelson by the artist William Beechey, also on display.

And there's a dramatic black velvet drape from Nelson's funeral carriage bearing the single emotive word 'Trafalgar', together with the commemorative hatchment which were both used at his funeral and have not been seen together since circa 1826, possibly even since the funeral itself.

"The people of Norfolk are understandably proud to claim Nelson as one of our own – with this exhibition we can take stock of what his influence and reputation has meant to both his home county and the country as a whole," said Margaret Dewsbury, of Norfolk County Council.

Cash for test site

THE Solent Local Enterprise Partnership (LEP) has awarded BAE Systems £457,000 to design and deliver the UK's first dedicated autonomous systems testing service.

Based around Portsmouth, Southampton and the South East of the Isle of Wight, BAE Systems together with ASV Global (ASV), Blue Bear Systems Research (Blue Bear), Marine Electronic Systems (MES), SeeByte and the University of Southampton, will work together to provide the service's infrastructure, with other organisations set to join later this year.

Together the Solent LEP and partner organisations are investing £1.5m in the project, the first of its kind in the UK.

The new service will be ready for use later this year and customers will be able to conduct trials and test systems such as unmanned boats, air vehicles and autonomous sensors in a safe, controlled and realistic environment in the Solent.

Band dates

THE Royal Marines Band Collingwood has two concerts lined up for next month at the Fareham training establishment.

The band will play at the Millennium Hall at 7.30pm on September 21 and 22, with three further concerts on December 14, 15 and 16 – the latter at 2.30pm.

For details call 01329 335299 or email navymband-cwdcsec@mod.uk

Testing times for Albion

FOUR weeks of initial trials are successfully over for assault ship HMS Albion – her first time in open waters for six years.

After a £90m revamp in her home base which took more than two years and saw 110 major changes and improvements carried out, the ship left Devonport for trials.

Once a team of Flag Officer Sea Training assessors determined the 350-plus ship's company were fit to deal with general fires, floods and casualties, as well as more specialist scenarios such as an aircraft crash on deck or blaze in the main engine room, Albion was allowed to begin her trials in earnest.

In addition to the ship's company, 130 extra men and women have been aboard for the trials – Babcock engineers/electricians/welders/carpenters/fitters for the first fortnight; and throughout, combat system engineers, BAE service engineers, MCTA,

FOST, aviation fuel specialists, General Electric, L3 platform management system engineers and affiliates.

Key to her future operations is the ability to put Royal Marines and their equipment ashore.

In clear sight of Plymouth Breakwater, the ship took on 2,500 tonnes of sea water to 'ballast down', then opened her stern gate and flooded her loading dock with 1,500 tonnes of water for landing craft to operate.

Albion carries a permanent Royal Marines detachment in charge of two large landing craft (they can carry Challenger tanks), and four smaller variants for troops and vehicles such as Land Rovers.

With the dock successfully flooded, four of the landing craft with commandos embarked headed off for a two-week-long independent exercise assaulting beaches, conducting beach reconnaissance and basic weapon drills up to

some live firing on the ranges.

On board, the crew also knuckled down to firing the 20mm cannon, all the machine and Miniguns, as well as the saluting guns.

To sustain Albion at sea for four weeks, she performed her first refuelling on the go (aka replenishment at sea, or RAS) in six years, taking fuel from tanker RFA Wave Ruler in the English Channel.

Many of the trials are new to the assault ship's class – Artisan 3D radar, Phalanx Gatling gun, electronic warfare systems and a new brain for the operations room, the DNA2 command system which meshes data from Albion's sensors and converts it into displays and information which the crew can interpret.

And the flight deck was put to the test by PO Mike Setterfield – Albion's physical training instructor – who used it for daily circuits and other sporting activities.



Milestone for pilot

THIRD generation Fleet Air Arm aviator Lt Cdr Tim Hayden, celebrates achieving his 5,000 rotary flying hours.

Tim (pictured above right receiving his award from senior pilot Lt Cdr Matt Robinson) has had an esteemed career in the Royal Navy since joining in 1995.

His flying career has seen active service in support of operations in Iraq, Bosnia, Kosovo and more recently Sierra Leone during the Ebola crisis.

In 2000 he received a Queen's Commendation for Valuable Service for his part in rescuing survivors from the stricken ferry Express Semina in the Adriatic. He later served with 771 NAS, providing a search-and-rescue service to the South-West region.

Tim qualified as a helicopter instructor in 2003, and has instructed student pilots through all phases of rotary flying training.

He has also instructed Afghan pilots at Boscombe Down in support of Operation Herrick.

Tim works at RNAS Culdrose, maintaining the standards and practices of Navy pilots and instructors, ashore and afloat.



Wrens celebrate at Greenwich reunion

THE Old Royal Naval College at Greenwich has not seen such a large gathering of Naval Servicewomen since before the Women's Royal Naval Service (WRNS) Officers' training was transferred to BRNC Dartmouth from the College just over 40 years ago in 1976.

Up to 300 veterans from the WRNS, including women from all ranks and rates serving in today's Royal Navy, enjoyed a grand reunion at the national summer celebration to mark the formation of the service in 1917.

The WRNS organisation was set up to release men from shore-based duties to man ships in the closing stages of World War 1.

Wrens flew in from Australia, the USA, Singapore, Canada, from Europe, and from ports and bases across the UK.

Ages ranged up to the mid-90s, representing the last seven decades since the WRNS re-commissioned at the start of World War 2.

Vice Admiral Duncan Potts and Rear Admiral Paul Bennett represented the First Sea Lord and Naval Command Headquarters respectively.

In the afternoon, guests enjoyed tea served in the Queen Mary Undercroft.

Vice Admiral Potts told those gathered: "I am proud to serve in a Royal Navy where women serve as divers, submariners, pilots and engineers; where they have been awarded MCs for courage under fire and have risen to command fighting ships and major shore establishments."

Five former WRNS and RN women sports stars joined Second Sea Lord Vice Admiral Jonathan Woodcock at a Reward and Recognition event in the gardens of Admiralty House in Portsmouth.

Riflewoman Julia Clark, tennis player Nickii Hudson, horsewoman Kate Welch, netball player Maggie Robbins and swimmer Sally MacLennan



● With Second Lord Vice Admiral Jonathan Woodcock are (from left) Nickii Hudson, Kate Welch, Maggie Robbins, Julia Clark and Sally MacLennan

Picture: LPHot Sean Gascoigne

represented the achievements of sportswomen throughout the decades.

JFC Chicksands in Bedfordshire will be celebrating WRNS 100 with afternoon tea on Wednesday October 18.

Staged in the WO's and SRs' Mess, the event will include a

glass of prosecco, sandwiches, cakes, scones and pastries, a raffle ticket and a commemorative gift.

Music will be provided by Royal Marines Bandmen.

Tickets cost £15. For further information please email terri_mac@hotmail.com or call 07789 008134.



Big day for Reservists

MEMBERS of the Maritime Reserve celebrated their Fighting Arm at home and overseas in the run up to Armed Forces Day.

Amongst the furthest from these shores were two RNR seaman specialists who spent Reserves Day on board patrol vessel HMS Clyde in the South Atlantic.

AB Joe Feaver, a carpenter from Middlesex and a member of HMS Wildfire, and AB Jim Jeffrey, a business analyst from Sussex and a member of HMS King Alfred, took six months out of their civilian jobs to join Clyde on deployment.

The pair are pictured (left) on boat drills.

Back in the UK, Nottingham City Transport supported Reserves Day by allowing its employees to wear their military uniforms in to their civilian workplace.

AB Gary Slater is a bus driver in Nottingham,

while PO Andrew Maltby works in Nottingham City Transport's Operations Centre and radio room, helping control the city's bus fleet. Both belong to Nottingham's RNR unit, HMS Sherwood.

Maritime Reservists in Scotland marked Reserves Day by visiting the Royal Navy's latest generation of warships being built at BAE Systems, in Glasgow.

Members of Govan-based HMS Dalriada visited BAE Naval Ship's division to see the latest progress in the Type 26 global combat ship programme and the River Class offshore patrol vessel (OPV) project.

Reservists who work at BAE Systems were there to host their RNR colleagues – the defence giant employs almost 50 Reservists within their UK companies.



Rare portrait for museum

A RARE portrait has been acquired by the National Museum of the Royal Navy (NMRN) with support from Art Fund and an anonymous charitable trust.

The portrait (above) is a depiction of a midshipman, a young junior officer, at the time of Lord Nelson. The museum only has one other oil portrait of a midshipman within its collection.

Painted by George Henry Harlow when he was just 18 years old, the work shows John Windham Dalling as a 16-year-old midshipman.

Alison Firth, curator at the NMRN, said: "Dalling is depicted as a wonderfully poised and self-possessed young gentleman, who is standing before a stormy seascape."

"This, in all probability, shows Cape Trafalgar, Spain after the 'Great Storm' that blew up in the days following the Battle of Trafalgar."

"Portraits like this personalise the story. Dalling survived Trafalgar, many didn't. He went on to have a long naval career, and is now captured for posterity."

Prof Dominic Tweddle, Director General of the NMRN, said: "We are thrilled to acquire this portrait."

"Our collection is incredibly rich in Nelson, admirals and other high-ranking naval officers."

"But we have very few depictions of youth and sacrifice."

"Ordinarily, portraits captured the great and good; the wealthy and titled."

"We are keen to democratise our portraits and include the young embarking on their careers, like Dalling."



Sailors' star turn hits the right note

AND you thought the RN School of Dancing passed into history with the demise of Joanna's...

Sailors from HMS Bristol, the Portsmouth Harbour Training Ship, encourage some of the residents of Pembroke House – the care home in Gillingham run by the RN Benevolent Trust for former Senior Service personnel – to put one foot in front of the other.

Six members of the old destroyer's ship's company, led by CPO(PT) Daz 'The Hatchet' (a nickname from his boxing days) Hoare made the 200-mile round trip to provide a break from the routine and some matelot cheer to 30 of the home's residents (including two women aged 101 and 104).

The Bristolians spent the morning helping prepare rooms for painting and decorating then offered to take residents out for a song and a dance.

"Just seeing the smiles on their faces as we knocked on their rooms to take them there was brilliant," said Daz. After an exhausting afternoon of music and laughter, the visitors served up homemade cake, tea and coffee for the Pembroke Housers.

"Some of the stories we heard about their time in the Forces – or their loved ones' time – made you sit and think how brave

and how very proud of them we were," Daz added.

The senior rating has recently joined the Type 82 – the only destroyer of its kind ever built, designed as a guardian for the two new carriers axed in the mid-60s – as her 'whole ship co-ordinator'... 11 years after serving aboard as a stoker. Nearly a dozen years down the line and one branch change later, he was determined to get the ship's gym running.

With some help from Temeraire, some dosh from the Rebalancing Lives fund and a new treadmill, Wattbike and rowing machine were provided, plus kettle bells, power bags, medicine balls, matting, punching torso man, and other kit, hey presto, new-look gym.

It was 'christened' with a Road to Twickenham event for the RNRMC – the ship's company were expected to row, ride, or run 300 miles (collectively) inside 54 hours. They did so with six hours to spare (CPO Iain McDougall clocked up 81 miles on his own), raising £250 for the Navy's senior charity.

"If you ever get a draft to Bristol, I guarantee you will enjoy and love your time onboard," says Daz. "While you work hard, we make time for – not time off for – a whole lot of activities."



Inspiring bright sparks

A GROUP of bright young sparks from across the UK visited HMS Sultan for a Science and Engineering master class with the Smallpeice Trust.

The Nuclear Marine Engineering course saw 49 students take part in a series of practical workshops and lectures provided by staff from the Nuclear Systems Group.

This was in support of a wider programme of activities provided by the Royal Navy, in conjunction with leading engineering support

services company Babcock and educational charity the Smallpeice Trust.

During their time within HMS Sultan, the children also saw simulators, workshops, marine diesel engines, gas turbines and Naval aircraft.

The activities were part of a four-day residential course for 13 and 14-year-old students, aimed at providing an insight into nuclear marine engineering. In addition, youngsters learned all about life in the Royal Navy.

Grand boost for charity

MEMBERS of the Armed Forces based in Gibraltar have handed over a cheque for £1,500 to a veterans' charity.

The Rev Mike Wagstaff RN presented the cheque to the CEO of Alabaré in a packed King's Chapel.

As well as current Service personnel, the congregation included many former Naval women marking the centenary of the WRNS.

Also present were the

Governor of Gibraltar, Lt Gen Edward Davis, Commander British Forces Cdre Michael Walliker RN and Alabaré's Ambassadors Cdre Jamie Miller Cdre Richard Lord and Brig Christopher Lunn.

Alabaré works with people facing disadvantage through homelessness, mental ill-health, learning disability or a combination of these.

The charity provides housing and personalised support.

Veterans' tribute at iconic memorial

MEMBERS of 43 Commando travelled from their base on the Clyde to Fort William to join the Annual Royal Marines Association parade at Spean Bridge Memorial.

The monument was originally built to mark the sacrifice of Commandos during WW2.

Veterans were joined by members of 43 Cdo Fleet Protection Group Royal Marines, Royal Marines Band Scotland and this year by runners taking part in

the RM 1664 Challenge.

The Challenge, in aid of the Royal Marines Charity, sees two runners joined by personnel from RM units across the country complete 16.64 miles per day for 100 days. The force was established in 1664.

The parade consisted of a short service conducted by Padre, Rev Richard Rowe RN, followed by a march past. Brig Richard

Spencer, Deputy Commandant General Royal Marines and Vice Chairman of the Royal Marines Charity, took the salute.

Lt Ryan Taylor, of R Squadron, 43 Cdo, said: "It's really important that we support the RMA and the wider Corps family and today has been excellent."

Those wishing to donate to the 1664 Challenge can do so at: <https://www.justgiving.com/fundraising/43commando> or by texting: GLOB17 £5 to 70070.



● Above and right, RM veterans gather at the Spean Bridge Memorial; Far right, Marines taking part in the 1664 Challenge also attended the service

Pictures: LPhoto Will Haigh

City bids farewell to favourite ship

TWO decades after the ship was first bound with one of the great industrial powerhouses of northern England, HMS Ocean returned to Sunderland for the last time.

No longer Britain's biggest warship – a title she lost this summer to HMS Queen Elizabeth now the new carrier is at sea – there's one tag no-one can deprive the Mighty O of: Sunderland's favourite.

Wearside's turned out in force during the helicopter carrier's final visit to the North East – six days on the river which reached their emotional climax on a searing Saturday morning when 240 sailors and Royal Marines marched through the heart of the city... and brought shopping to a standstill.

"Everyone in Sunderland has always been very proud of their links with HMS Ocean and it will sadden many knowing that her sailings are drawing to a close," the city's mayor, Cllr Doris MacKnight, told the massed ranks of military in front of her at the civic war memorial in Burdon Road, before the ship's company began their circuit march around the centre behind the Band of HM Royal Marines.

"Over the years, HMS Ocean has had magnificent crews, she is a magnificent ship, and her size, importance, and status has been reflected in her role as the Royal Navy's flagship."

"Sunderland's affiliation with HMS Ocean is a very proud one."

The ship began her final visit by inviting 320 of Sunderland's great and good on board for a demonstration of what the ship and her crew can do followed by a reception and Colours ceremony.

Those who weren't invited to the 'do' were able to walk over the gangway on Sunday when the carrier was opened to visitors for seven hours.

And youngsters interested in careers in engineering, science and maths were hosted on board



● The ship's company of HMS Ocean march through Sunderland

Picture: Paul Kingston/NorthNews

to give an idea of some of the technology they could get their hands on in the RN as well as the application of science at sea.

The carrier is due to pay off next spring after performing her final major operational duty this autumn when she leads a NATO task group in the Mediterranean.

She's been affiliated with the city since 1997, but it was eight more years before civic leaders bestowed the Freedom of the City upon the ship and its sailors.

It has been an affiliation much enjoyed by Ocean, the carrier's CO Capt Rob Pedre told the home crowd.

"I would like to thank the people of Sunderland, the businesses and all the organisations in this historic city for the wonderful reception we have received," he said.

"It is widely recognised that the welcome to the Royal Navy in Sunderland is second to none."

"HMS Ocean is proud to serve as a floating ambassador to Sunderland wherever we sail."



● Above and right, young visitors try out some of the kit aboard HMS Ocean; Below, Ceremonial Sunset on the flight deck

Pictures: LPhoto Dean Nixon





Recognition for 'irreplaceable' Trevor

AS A rule we don't do presentations and grip and grins. But for one of our own we'll happily make an exception.

Receiving a commendation from Second Sea Lord Vice Admiral Jonathon Woodcock is Trevor Muston, for nearly 20 years *Navy News* resident IT guru/webmaster/librarian/scanner/occasional photographer/email answerer/noticeboard compiler and general Mr Fix It.

Described in his citation as "essential, level-headed, utterly reliable" and, above all, "irreplaceable" for many of you who've dealt with the team over the past 20 years, Trevor will have been the 'public face' of *Navy News*.

If you've asked for an old photograph to be scanned in to keep your dad happy in old age, Trevor will have obliged.

If you've dipped into our online archive of old editions, it's thanks to Trevor that they've been scanned in.

And if your sight is failing and you enjoy the audio edition of NN courtesy of Portsmouth Area Talking News for the Blind, it's often Trevor at the controls (although it's not his voice on the recordings).

Now enjoying retirement with his wife Wendy, the great-grandfather from Portsmouth returned to the naval base for a final official appointment to receive a Second Sea Lord Commendation (he retired in September, just after the previous round of awards) aboard HMS Victory.

Bench added to garden

VISITORS to 45 Commando's memorial garden can contemplate the sacrifices made by the men of RM Condor a little longer thanks to a former Royal Marine.

Steve Baker, who served in the Corps from 1979 to 1990 has donated a memorial bench.

Now a funeral director, Steve bought the seating at a recent charity auction to raise money for the famous Commando Monument at Spean Bridge.

He said: "I thought it would be something that everyone could benefit from and it's good to be able to give something back to my own unit."

The bench is made from a pew taken from the now-closed Lintathen Parish Church near Kirriemuir and has been refurbished and painted by former member of the Women's Royal Naval Service, Fiona Laing, and former Royal Marine Robert Harris.

Depicting troops moving through a field of poppies, it also features a short poem and the Royal Marines' motto: *Per Mare, Per Terram*.

Butty thank you for shedders

HMS Collingwood treated members of Gosport Men's Shed to bacon butties in the Chaplaincy as a thank-you for refurbishing the cross that stands outside the Fareham base.

Taking pride of place outside Collingwood's church, the oldest building on the site, the cross, although structurally sound, needed to be completely stripped back to the bare wood as years of harsh weather had taken its toll.

The Shedders then had to re-stain and re-varnish the wood, putting in about 40 hours' work.

The men from Gosport Shed also built a new

sign from scratch for the base's Woodentots nursery.

Ian Bainbridge, the Shed's Workshop Manager, said that the Shedders are now working on restoring two cannon for HMS Nelson, having just finished making candle holders and a new sign for a church in Alverstoke. They have also refurbished an historic diving bell for the Diving Museum and renovated a lampstand outside St Vincent College.

The Shed movement started in Australia in the 1990s and the Gosport branch, founded in 2013, is acknowledged as one of the largest in the UK with around 140 members.



CHF's broolly good show

TWO Somerset women shield themselves from a mid-summer torrent at Merryfield as the Commando Helicopter Force opened the gates of Yeovilton's satellite air base.

The wings of the Royal Marines invited the county's landowners to join them for a day to learn more about the force, its kit and, most importantly, its people.

Much of the force's training for front-line operations relies on the goodwill of Somerset farmers and landowners who let the CHF's Merlin and Wildcat helicopters use their fields or plots.

Each year the men and women of CHF say 'thank you' (literally) with a comprehensive open day, showing off most of their equipment, giving people an idea of how they operate in the field and, finally, offering a short flight in a Merlin (and before it the Sea King).

Two Merlins and a battlefield Wildcat made the short trip from Yeovilton to Merryfield outside Ilton, 13 miles down the A303.

"CHF's aircrews are considered the best in the world and much of this is down to the realistic training that they are able to undertake when they are flying training in the South West," said Lt Col Lenny Brown RM, CHF's Commanding Officer.



Pictures: PO(Phot) Si Ethell, RNPOTY

"Without the close relationship and goodwill that exists between the landowners and us, the variety of training in different terrain would not be possible."

Hence the open day.

"We waited and waited for the grey, rain-laden skies to clear to allow everyone to have a short flight in a Merlin but the cloud base stayed at 300ft and we needed 500ft," said Lt Dominic Savage of the Mobile Air Operations Team - which establishes makeshift landing sites to support Merlins and Wildcats on the field of battle.

"In the end the weather won and no flying took place - the

first time ever that CHF could not fly landowners.

"So everyone chatted, laughed and got to know each other and the CHF personnel."

The rain may have curbed the pleasure flight, but it didn't stop the commando fliers laying on a barbecue for their guests.

Despite the wholesale support CHF receives from the landowning community of Somerset, it's always open to offers of new land to train on.

Anyone who would like some commando helicopter action on their turf should contact Lt Savage on 01935 456648.



● Visitor Freya offers her chips to the 'seagulls'

Sultan fun in sun

THOUSANDS of people enjoyed two sun-soaked days of fun at the 2017 HMS Sultan Summer Show.

The show was full of exciting acts. Atkinson Action Horses and amazing stunts from the Squibb Freestyle Stunt Team wowed the crowds in the main arena alongside Rockwood Dogs, the Gosport Tigers Children's Motorcycle Display Team, the Volunteer Cadet Corps Field Gun competition and the HMS Sultan Volunteer Band.

The Big Top tour of the multi award-winning John Lawson's Circus, delighted visitors young and old alike with all the thrills and spills of the circus.

In addition guests took in all the fun of enjoying activities including the adrenaline zone, the Fun and Games Arena, Fleet Air Arm Displays and the more traditional Steam Fair and Fun Fair.

Commanding Officer of HMS Sultan Capt Peter Towell said: "This is my first show as the Commanding Officer and I am delighted that it provides us with such a fantastic opportunity to engage with the Gosport community and provide a fun day out for the whole family, whilst at the same time raise funds for local charities and good causes."



● PC Jeffries and Tyson with some of the pupils

Defending dogs

MEMBERS of the Gibraltar Defence Police Dog Unit visited Notre Dame School to provide pupils and teachers alike with a demonstration of the capabilities that these formidable animals possess.

On display were Tyson, a Belgian Shepherd, trained as a police patrol dog and handled by PC Christian Jeffries, Abbie a Labrador, trained on proactive drug detection on persons and vehicles alike and Billy, a Cocker Spaniel, trained at locating explosives. Both Abbie and Billy are handled by Sgt Prisan Fa.

Tyson demonstrated his ability to confront delinquents, obedience and bite work, PC Johnson bravely acting as baiter. Later in the morning, the pupils got the opportunity to get close up with Tyson, confirming his ability to interact with the children, with no threat towards them.

Abbie was next up, demonstrating her ability to detect controlled substances hidden within certain objects.

Last but not least Billy came to centre stage. The latest addition to the family, Billy demonstrated his capability at "sniffing" out explosives, hidden among objects.






The only charity dedicated to supporting children whose parents serve, or have served, in the Naval Service.




Originally set up as an orphanage, we now assist children with a wide range of needs and at times of family crisis. Applications can be made at any time and those seeking assistance can contact the office directly for an application form, or download it from our website.

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www.rmchildrensfund.org.uk



Handy Andy helps victims of atrocity

WHEN Petty Officer Andy Rigby turned on the TV on May 23 and learned of the horrors of the terrorist attack at Manchester attack, he felt compelled to help.

The 38-year-old avionics expert, who looks after the Navy's new Wildcat helicopters at 825 Naval Air Squadron in Yeovilton, is using his art/craftwork hobby to raise money for the families of those affected by the atrocity.

Away from work at the Somerset air station, the senior rating has been exploring his creative side – which may become a career when he eventually leaves the RN.

The horror of what happened at Manchester Arena prompted thousands of people in the city and beyond to do something positive.

In Andy's case, that meant an original piece of art – 22 fabric-covered wooden hearts rising above a house with the inscription "Their adventures shall not be forgotten."

He is selling prints of the work – and hopes to find a way to donate copies to the families of the 22 people killed – before eventually auctioning the original art work, with all profits going to the fund set up in the wake of the attack.

"I have tried to make the piece itself very special and have done this by creating 22 unique and individual hearts each representing a life lost on the tragic day," Andy explains.

"The house represents the home and families they were sadly taken from and the bees are the symbol for Manchester."

After 21 years in the Senior Service, Andy has one eye on his life after the RN. His work has been displayed two years running at the Royal Bath and West Show's art exhibition.

"I've been approached several times by companies saying they like my work but I haven't the time with my Navy life to commit. It's something I would pursue once I have left the Services," he says.

You can see other examples of Andy's artwork – and order prints of the Manchester piece – via his Facebook page: www.facebook.com/Andy-Rigby-Driftwood-Designs-277801792351279/ with £5.90 from every £17 print sold going to the fund for the victims of the Manchester attack.

Rowing for Maisie

MINE Counter Measures 2 Crew 8, deployed in HMS Middleton on operations in the Middle East, took part in a 24-hour indoor rowathon, rowing the equivalent distance of London to Glasgow.

Two teams of six rowed against each other continually with each member rowing 34 miles.

The crew raised money for the Paediatric Intensive Care Unit at the Bristol Children's Hospital, under the banner of The Wallace and Gromit Grand Appeal.

The challenge was in memory of Maisie Gibbins, the Commanding Officer's niece.

Lt Cdr Charlie Wheen said: "It took extraordinary reserves of physical and mental courage but Maisie would be very proud."



Magical Mistral tour

SUB Lieutenant James Sinclair observes two French officers on the bridge of assault ship FS Mistral – part of a lengthy exchange on the Marine Nationale's premier deployment of 2017: Mission Jeanne d'Arc.

The junior officer from Dartmouth is experiencing the trip of a lifetime – accompanying the French warship as the Royal Navy's exchange officer on a six-month deployment to the Far East, central Pacific, Australia and South-East Asia.

As well as showing the global ambitions of the French Navy and its keenness to work with the RN, the Jeanne d'Arc deployment – similar to the regular Cougar/Joint Expeditionary Force amphibious exercises run by Britain – is also a key part of training for around 300 French officer cadets.

Before joining the assault ship at her home port of Toulon, 23-year-old James, from Plymouth, crossed the Channel and headed to the École Navale – the French equivalent of Dartmouth – to sample Gallic naval instruction, weapons handling and a spot of friendly interaction on the sporting and social fronts.

From there it was on to Toulon to get used to the Mistral, her layout and routines. The assault ship is similar in size to HMS Ocean – but unlike the British helicopter carrier, she also features a loading dock like HMS Albion/Bulwark.

Having spent the passage from the Med to the first port of call, Djibouti, mostly undergoing the theoretical instruction, the cadets found themselves fighting each other ashore; half the trainees pitted themselves against the remainder in infantry exercises on the ground.

They spent three nights in the field, under the direction of British and French marines – the latter were looking for potential leaders as marine commandos.

James learned practical seafaring skills on the next leg of the deployment, when he joined Mistral's escorting frigate FS Courbet to

conduct watchkeeping duties on the bridge on passage from Djibouti to Mumbai.

Back aboard the Mistral for the lengthy journey from India to Ho Chi Minh City in Vietnam, the 23-year-old observed the team in Flyco – a ship's equivalent of an aircraft control tower at an airport – making sure the operations on the flight deck and around the ship were safe.

In between there's been training in the art of board and search operations – a mainstay of all Royal Navy operations east of Suez – learning warfare theory and the ancient art of navigating by the stars.

And he had to give a presentation to all the sailors, marines and fliers aboard the Mistral about the RN.

James, who hails from a naval family, joined the Royal Navy in September 2015 and earned his commission nine months later. The 23-year-old has not been the sole Briton aboard the Mistral, for throughout the Jeanne d'Arc mission two commando-carrying Merlins from 845 Naval Air Squadron and 60 air and ground crew to support them have been aboard – the first time the new helicopters have served with the French.

"I'll return to the RN to complete my training with a new language, having almost deployed around the world and with a thorough understanding of the workings of one of our closest naval allies," James said.

"The training I have been provided has been excellent. I am being taught warfare theory to a level that I won't receive again until principal warfare officer's course.

"The majority of it has been of great relevance to my future career, but even where it has been Marine Nationale specific, the opportunities have been amazing – I've learnt to control helicopters aboard ship, I've completed the French officers' boarding course, and I've fired a range of small and medium-calibre weapons."

Picture: PO(Phot) St Elthell, RNPOTY

Star trip in Star ship

YOU don't have to go all the way to Guam for immersion in the world of the French Navy.

Kinsale is perfectly fine. Four Officer Cadets from Dartmouth joined the French Navy's training schooner L'Etoile (Star) for a three-day trip to southern Ireland and the Old Head of Kinsale – 275 miles from BRNC.

The 85-year-old 123ft vessel is used to teach up to a dozen rookie French officers the arts of seafaring and navigation.

Despite a few linguistic challenge, the BRNC cadets were soon involved in a strenuous workout hoisting the white sails. The magnificent sight of the schooner in full sail left the cadets with smiles on their faces... and sore hands and aching muscles.

Based in Brest, L'Etoile suffered a rough crossing from France to Dartmouth and the Brits were all set for a battering on their journey to County Cork.

"We rigged the storm sail expecting the very worst after their trip over from Brest," said OC Phillip Crossley.

"I was looking forward to seeing nature unleash itself upon us, but unfortunately Mother Nature let us off with a mild swell

and wind permanently seeming to be in the wrong direction."

Due to keeping watch, there was little time to socialise with the French crew – except at meal times.

Courtesy of a mixture of traditional and modern navigational techniques and old-school seafaring, the sailing vessel passed the Old Head and sailed into the picturesque town of Kinsale precisely on schedule.

"A highlight for me was being on watch early in the morning when Ireland came into sight for the first time with the cliffs appearing through the fog," said OC Anna Carter.

Meanwhile, two Midshipmen from BRNC joined their instructor aboard the Spanish Navy's training ship Elcano, sailing from Dublin to the Dutch port of Dan Helder.

Mid Christopher Cotterill said: "The chance to navigate using a sextant and the position of the sun and stars was something completely new for me, and an excellent learning opportunity."

"In the modern world we use traditional methods less and less so to do it for real was a genuine thrill. Our time on board has really complemented the Initial

Warfare Officer (Foundation) course, and has allowed us to consider the Rules of the Road from a very different perspective."

The learning was not all one way with the Royal Navy Midshipmen able to pass on some knowledge to the Spanish.

Mid Matthew said: "We were also able to show them some elements of coastal navigation that they had not been exposed to before, which was well received by our hosts."

The two BRNC Midshipmen assisted Sub Lt Hamish Young who has spent the past four-and-a-half months teaching English to the Spanish midshipmen with lessons on 'Jackspeak', the name given to Royal Navy slang.

Instructor Lt Paul White, who spent seven months on board the ship as Profesor de Inglés, or English instructor, in 2008 said: "Coming back to Elcano after so many years has been fantastic."

"Being able to give the two Midshipmen from BRNC the opportunity to embark in such an important ship to the Spanish Navy has been an honour. Hopefully the friendships they have made will endure and undoubtedly they have learned a huge amount on board."



V-boat's crew chip in at Parklands School

SUBMARINERS from HMS Victorious get stuck into some carpentry in the grounds of Helensburgh's Parklands School during a week-long programme to help special-needs pupils.

Having recently completed a patrol – the 36th by the V-boat since she joined the Silent Service 22 years ago – her crew were keen to hand over the fruits of their fund-raising efforts.

With 107 professional examination boards during the submarine's three months under the waves – including 23 crew earning their dolphins – as well as the 'day job' of a deterrent patrol, there wasn't too much free time.

But an 'escape committee' aboard organised activities to ensure the 158 men and women aboard could relax and unwind on occasions, organising bingo nights, raffles and quizzes and a biggest loser competition (hampered by the top scan the four chefs served up four times daily... but assisted by a slew of new pieces of gym kit: new running, rowing and cycling machines, and a 24-hour bike ride led by WO1 (MEMSM) Duncan MacLennan).

By the time Victorious returned to Faslane, the deeps had raised £2,000 for various affiliated charities, £600 of which was allocated to Parklands and handed over in person by WO1 MacLennan and some of his shipmates.

"This is the third year that Victorious has raised money for Parklands and further strengthened relationships with the very special boys and girls," said Duncan. "My daughter is a full-time student there and I am very aware how expensive and difficult it can be to ensure they get the same opportunities and fulfilment from youth that all children require and deserve."

With the help of ground works equipment from Faslane and donations of paints and materials from the B&M Store in Dumbarton, volunteers from Victorious spent a week doing hard graft around Parklands: tidying up the sensory garden, building outdoor furniture for the children and painting the playground.

Efforts on behalf of Parklands don't end there. This month, Duncan, his wife Fiona and ten-year-old daughter Corrin will join three shipmates in the Highlands for the Great Wilderness Challenge; the sailors will tackle a 25-mile mountain run, Fiona a 13-mile trek and Corrin a three-mile limited-mobility walk. All donations can be made via www.gwc2017.everydayhero.com/uk/ally.



Landlocked nation honours RN officer

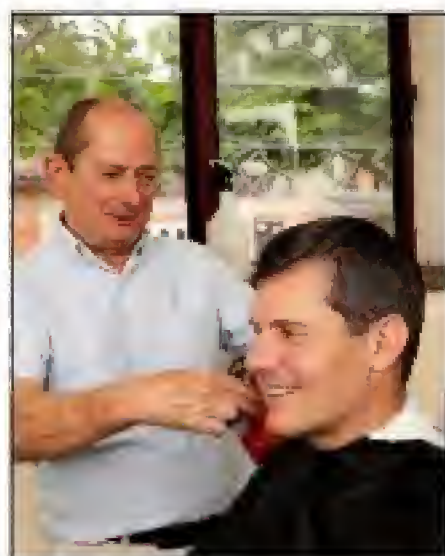
HUNGARY had a kingdom without a king and an admiral without a Navy, so there's no reason why landlocked Paraguayans could not honour a British naval officer for services to their country.

Capt Andy Hancock received the South American nation's highest military decoration, the Medal of Honour, for his efforts over the past three years to foster good relations between London and Asunción.

Capt Hancock was Britain's Defence Attaché in Buenos Aires, but his responsibilities extended beyond Argentina to neighbouring Uruguay (which has a coastline and navy) and Paraguay (which doesn't).

To mark the end of the naval officer's tour of duty in the region, the President of Paraguay and Commander-in-Chief of the Armed Forces, Horacio Cartes, conferred the Medal of Honour for his work in defence engagement which helped to foster closer ties across the board between the UK and Paraguay. The decoration was presented by the Chief of Defence Staff, General Braulio Pires Rojas, at the Headquarters of the 4th Air Brigade in the Paraguayan capital; it's the first time a non-resident attaché has received the award.

"I am delighted to be recognised for my endeavours in Paraguay," said Capt Hancock. "It's a charming country with long historical ties to the UK."



Hair Force calls it a day

AFTER chopping the locks off air and ground crew on 152,000 occasions, Yeovilton's barber Richard Eagan is hanging up clippers and scissors and heading for the Canaries.

For the past 38 years, Richard has trimmed the hair of thousands of personnel based at the Somerset air base.

The first, back in 1979, lost their locks for a mere 70p (about four times the price of a pint of milk).

The last person to sit in the barber's chair was Cdre Nick Tindal, Yeovilton's CO (pictured above by PO(Phot) Si Ethell), who paid 2017 prices (£7.75) to shed a few clumps of hair at the hands of Richard's clippers (his 77th pair - he got through two a year).

"I've seen so many people come and go - and come back!" said Richard. "If you'll pardon the pun I've enjoyed every snippet of it."

"Throughout my 38 years I have had to move with the times. I keep up with trends on YouTube, staying within the regulations of course."

"The youngsters use a lot more products these days and I've had the odd emergency fringe cut for a Wren about to parade."

He's now swapping his clippers for clubs to hone his golfing skills as he retires to the island of Fuerteventura.

Tim tackles 630-miler

A ROYAL Navy diver has battled his own illness to complete a punishing long-distance walk in aid of charity.

WO1 Tim Sizer, of the Defence Diving School, decided to tackle the 630-mile South West Coastal Path to raise money for Cancer Research UK after being diagnosed with Follicular Lymphoma in January 2016.

After a six-month course of intense chemotherapy, Tim was determined to give something back to the charity responsible for many of the recent advances in cancer diagnosis and treatments contributing to survival rates doubling in the last 40 years.

Tim undertook the walk from Minehead in Somerset to Poole in Dorset.

Most nights Tim spent wild camping, braving the weather to set up camp at points along the way, with only the odd night in a bed and breakfast to recharge both his and his phone's batteries.

Along the way, Tim's wife Lynn and various friends and colleagues met up with him to walk stages of the path together and ensured his morale remained high.

Support from wellwishers meant that by day 12 he had raised 80 percent of his £5,000 target and he passed this amount by day 20, just before reaching the halfway point of his walk.

Over the 45 days, Tim lost nearly 12kg in weight. To date, Tim has raised over £6,200. To donate visit www.justgiving.com/fundraising/timsizer

Proud dads welcome sons into the RN

IT'S a case of like father, like son, for two Royal Navy Warrant Officers from Plymouth who have proudly welcomed their sons into the Service.

WO1 Andy Welch and WO1 Kevan 'Jan' Stoddard are both Seaman Specialists by trade and are currently based in Plymouth working on the staff of Flag Officer Sea Training.

Their sons, ABs Jack Welch and Ben Stoddard, are currently under training at the Royal Naval School of Seamanship at HMS Raleigh.

WO1 Welch joined the Royal Navy in 1988 and has served on eight warships and ashore in Plymouth, Portsmouth and the Falkland Islands.

He saw action early on his career while serving in HMS Brilliant during the liberation of Kuwait.

AB Welch, 21, said: "I joined the Royal Navy because I wanted to travel and for the career. Plus dad's had a good career and I've grown up with that."

"I did my initial training here at Raleigh and then went to HMS Collingwood for five months

learning the tactical side of the branch and now I'm back here learning the seamanship side, driving boats, which is brilliant."

WO1 Welch said: "It's a bit difficult for him because I'm a hard act to follow, but he's done really well with the first part of his training."

WO1 Stoddard began his Naval career in 1982 and is a former pupil of Kelly College, near Tavistock. He has served on a range of patrol ships, frigates, survey vessels and also on one of the Royal Navy's large amphibious ships.

AB Stoddard, 26, who has just started his professional training to qualify as a Hydrographic and Meteorology specialist, said: "When I was looking at the Navy I asked my dad for advice and he said if he was to join again he would join as a HM."

Now coming to the end of his Service career WO1 Stoddard said: "I'm immensely proud of Ben."

"I hope he does as long in the Navy as I have. I've got a year left, and wouldn't have had my life any other way."



● From left, WO1 Welch, WO1 Stoddard, AB Stoddard and AB Welch



● From left, competitors at the Devonport contest; a chocolate dessert served up in the Portsmouth contest, and kitchen action from Faslane



Flotillas put chefs and stewards through paces

The proof of the pudding

YOU can't beat a chocolate pud.... mmmm chocolate.

Chefs and stewards from HMS Portland served up a winning three-course meal at the Devonport Flotilla Cook-and-Serve contest at HMS Raleigh.

Eight teams from seven ships and shore-based units took part in the contest, which aims to develop the imagination and innovation of junior members of the logistics branch and introduce them to the high-pressure arena of competition catering.

Portland's winning team served up a starter of pan-seared cod fillet on pickled red cabbage, alongside king prawn tortellini, dressed with lemon and dill foam. The main course consisted of de-constructed duck wellington, pressed Boulanger potatoes, Irish cabbage and roasted carrots with a port and plum reduction. For dessert the team produced a salted caramel chocolate fondant with

mint chocolate ice-cream.

Judges awarded HMS Portland's team silver medals and Best in Class certificates. Ch Carl Tester and first-time competitor Ch Mark Fenn were responsible for the winning meal, while Std Emma Lambson made sure the front-of-house service was up to scratch.

Ch Tester said: "We are used to cooking for 200 plus people on HMS Portland. We've just come back from a long deployment, so going from that to cooking four covers of a different calibre of food took us a day to get our heads round. Having cooked different elements of the dishes in the past on deployment we used one of them today. Working together and discussing different elements, that's how we came up with our winning menu."

"I would love to do Exercise Joint Caterer, the annual tri-Service competition, if the ship's programme lets me."

The judges included Gary Slater, a

former Royal Navy Warrant Officer who now works at HMS Raleigh for ESS, a division of Compass Group.

He said: "I thought the standard was good and what the teams have done has exceeded their own expectations. They were all very nervous but they've come up to the mark and represented themselves and the units they are from to their credit. Some of the young competitors really stood out as they have not long left basic training, and have produced an excellent service and very skilled dishes."

Meanwhile, in Scotland, a team from HMS Artful took the honours in the Faslane Flotilla's Cook and Serve Contest.

The Astute-class submarine's team of LCh John Sheedy, Ch Jamie Benton and LStd Rob Parr served up a starter of ceviche of sea bream with an avocado puree and grapefruit summer salad.

Their main course was a rack of spring lamb with a pea and wild garlic puree, seasonal vegetables, wild garlic oil and a

lamb jus. The meal was finished off with dessert of raspberry soufflé served with a fresh raspberry coulis.

Four RN teams competed with students from Hermitage Academy also taking part.

LCh Sheedy said: "This competition was a lot of fun and was a great opportunity to practice cooking under pressure under the watchful eye of judges."

Cdre Jim Perks, Commander Faslane Flotilla, presented certificates and medals to the winning teams.

The Porlort Cook and Serve Contest took place at Admiralty House and saw six teams from across the flotilla battled it out to create a three-course meal for four people within 90 minutes.

Best in class awards went to the RSP Team led by LCh Mark Penlington, assisted by Ch Christopher Hooper-Callcut and supported by Std Natalie Walker, who despite being hit by a car 24 hours previously still delivered a near-flawless front-of house service.

Richmond's riders cycle into Chatham



WHAT'S the fastest way from Portsmouth to Chatham? Bike or Type 23?

Four intrepid sailors from HMS Richmond intended to prove pedal power was better than Rolls-Royce turbines by beating their ship to the port when the frigate represented the First Sea Lord at an Anglo-Dutch ceremony marking the 350th anniversary of the Battle of Chatham.

Despite a lack of preparation, CPOs Gary Crouchman and Andrew Gillson - both veterans of the Type 22 HMS Chatham - LPT Karl Kennett and Sub Lt Tristan Trehan, rose to the challenge to cycle the 130 miles from Portsmouth to Chatham on behalf of Pembroke House and the Royal Star and Garter Homes in Richmond.

The former is a care and nursing home in Gillingham run by the Royal Navy Benevolent Trust, providing somewhere for 55 older members of the naval family to live.

And the Royal Star and Garter Homes provide

outstanding nursing and therapeutic care to the ex-Service community. It's one of Richmond's affiliated charities.

The riders and ship left home in stormy conditions, intent on reaching Chatham inside 48 hours.

After 133 miles, four punctures, lots of sweat and tears and two hours of hill climbing in Kent with average inclines of between 1 in 10 and 1 in 6, the four cyclists and their Transit van support, driven by Sub Lt Helen Crisp, rode into Chatham dockyard (pictured left) just in time to meet their ship as she came alongside.

"This was a great opportunity to raise some funds for two very worthwhile charities and a great way to return to my home town with the first RN ship visit into Chatham for several years," said Gary.

The £1,200 he and his shipmates raised are being split equally between the two charities.



Bradford record breakers

BRADFORD Sea Cadets put in a record-breaking performance when they spent a week at the Thrapston boating station in Northampton.

The 20 cadets gained a total of 71 qualifications – the best return the unit has ever had.

The Lord Mayor of Bradford, Cllr Abid Hussain, awarded the certificates at a special evening at City Hall at which he also appointed his Sea Cadet for the coming year, RMC Luke (pictured above with Cllr Hussain) – the first Royal Marines Cadet to take up this post.

Although he only joined the unit last year, Luke, 17, has gained promotion to Marine Cadet 2 and gained qualifications in basic Seamanship and First Aid, and at Thrapston he achieved three certificates for boating and sailing.

Luke has also helped the five-a-side football team win at District level and was part of the team for the Royal Marines drill competition, taking second place.

He has taken part in the civic Remembrance Day parade and the Festival of Remembrance, helped with community projects such as the Cinderella Club shoebox appeal, and raised the most money at a pre-Christmas supermarket bag-pack.

Luke is studying catering at Bradford College, and while he had signed up for a pre-entry course for the Royal Marines, he is keeping his options open.

Unit CO Lt (SCC) Lynn Bullock RNR said: "I am positive Luke will carry out his duties as Lord Mayor's Cadet with maturity and distinction."

All eyes on Argus as RFA visits London

SEA Cadets from London, Kent and Essex toured Primary Casualty Receiving Ship RFA Argus when she visited London.

Argus, which also serves as an aviation training ship, was moored at Greenwich for Seafarers Awareness Week, an annual campaign coordinated by maritime charity Seafarers UK.

Around 100 young people and volunteers from units in Beckenham and Penge, Bexley and Lewisham, Orpington, Southwark, Sutton, Chelmsford, Maldon and District and Thurrock toured the ship, taking in the bridge and flight deck, as well as learning about her role in delivering cutting-edge medical treatment.

Seafarers Awareness Week aims to raise public awareness of the UK's dependence on mariners.

The week's themes were 'Maritime Jobs at Sea and Ashore' and 'Sea Ports for Prosperity'.

Seafarers UK has been helping people in the maritime community for 100 years, providing vital support to seafarers in need and their families, and to those in education or training who are preparing to work or serve at sea.

Sea Cadets backed the event, which coincided with Armed Forces Day and the International Maritime Organization's global Day of the Seafarer.

Bill Collier, Senior Events Officer at Sea Cadets, said: "This was an exciting opportunity for young people and volunteers at Sea Cadets, and gave them an interesting insight into what life is like for those working in challenging conditions at sea."

"Sea Cadets is proud to support Seafarers Awareness Week and honoured to have been part of the celebrations."

Cdre Barry Bryant, Director



● (Above) Sea Cadets and volunteers on the flight deck of RFA Argus, moored off Greenwich in London

General of Seafarers UK, added: "This visit was a great opportunity for Seafarers UK to work with two of our closest partners in the UK maritime world."

"We not only support the Sea Cadets with facilities and training but also point out the many career openings available at sea and ashore, while the civilian-manned RFA shows the Merchant Navy at its best, working alongside the Royal Navy in peace and conflict."



● RFA Argus moored on the Thames for her visit to London

Travellers return from USA

A GROUP of Sea Cadets has returned from a trip to the United States, where they met hundreds of their American counterparts.

Eleven members of Birmingham Stirling unit, and five from Tile Cross Academy, which has recently joined the Cadet Expansion Programme and forms the Forward Division of Stirling, made the trip in June.

They joined around 300 American cadets from 19 high schools in New England that are part of the Commonwealth of Massachusetts Army League (COMAL), who come together for a five-day Junior Cadet Leadership Challenge (JCLC) every year.

None of the cadets had been to America before, and during the trip they gained self-confidence, personal skills and social skills.

With the support of the Ulysses Trust, Pupil Premium funding, and the contribution of funds from Birmingham Stirling unit, no cadet was excluded on the basis of parental income.

Cadet Hannah said: "When I started on the JCLC I was so scared and homesick I wanted to go home and was crying all the time."

"When it finished I didn't want to go home and was crying at having to say goodbye to all my new friends."

"I have learnt so much. It was the best experience of my life so far."

Happy 161st birthday!

SEA Cadets is another year older, having celebrated its 161st birthday on June 25 – and officials have thanked everyone who help make the youth charity what it is, including their "amazing cadets and volunteers".

Founded in 1856, Sea Cadets dates back to the Crimean War, when sailors returning home from the campaign formed Naval Lads' Brigades to help orphans who ended up on the back streets of sea ports.

By 1899, Sea Cadets received royal recognition when Queen Victoria presented the Windsor unit with £10 for uniforms, and in 1919 the Admiralty officially recognised the 34 brigades and changed the name to the Navy League Sea Cadet Corps.

Nowadays, the charity has 400 units – run entirely by volunteers – across the UK with 14,000 cadets, while their royal association continues with the Queen as their patron.

Town mayor visits Reigate

THE Mayor of Reigate and Banstead, Cllr Roger Newstead, paid a visit to Reigate unit's headquarters, TS Ark Royal, last month.

Cllr Newstead inspected a Guard of Honour, after which there was an evening Colours ceremony.

After stand easy members of the unit staged displays where the junior cadets explained their training syllabus, and senior cadets gave a physical training demonstration followed by a band display.

Parents also attended the evening, and unit staff thanked the mayor for coming.

Instructor receives civic recognition

A ROYAL Navy instructor has been presented with a civic award in recognition of his service to the Volunteer Cadet Corps (VCC).

CPO Adam Hearn, who is based at HMS Collingwood, was honoured to receive the Mayor of Fareham's Award in recognition for his contribution to the local community.

The Collingwood Cup was presented to CPO Hearn by the Mayor, Cllr Geoff Fazackarley, at the Mayor's Inauguration Ceremony held at Ferneham Hall, Fareham.

CPO Hearn became Commanding Officer of Collingwood's VCC in December 2016 after the previous CO retired.

Since then, through encouraging and empowering his staff to provide more enjoyable and relevant training, he has overseen an impressive increase in membership of the group.

The training the cadets receive utilises the Royal Navy's core values of commitment, courage, discipline, respect, integrity and loyalty, and Adam has used his experience and contacts to forge links between the VCC and both ships and submarines in current service.

This offers a unique opportunity for cadets to experience training in the most modern techniques and processes, promoting the Royal Navy as a forward-



● CPO Adam Hearn is congratulated on his award by Mayor of Fareham Cllr Geoff Fazackarley

Picture: Keith Woodland

looking organisation.

Adam, 45, who works in HMS Collingwood's Underwater Training Element (UWTE) as a course instructor, said: "Taking over the VCC was a daunting task which required a lot of effort to start to fulfil its potential."

"HMS Collingwood VCC has started to benefit from the hard work put in this year and I feel the unit continues to gain strength."

"There are many good young cadets within the unit here who will contribute to future society."



● THE Race for Life, in aid of cancer charities, took place in Cardiff's Cooper's Field last month – and having assisted at both the Race for Life and Muddy Race for Life for the past three years, Cardiff Sea Cadets were again invited by the event's organisers to help out. They did so with their usual enthusiasm and pride by distributing drinks, snacks and medals at the finishing line to all the women who completed the runs. While at the event the cadets – some of whom are pictured above – also assisted in starting the runs with Hart Radio breakfast show celebrities Jagger and Woodie

Units out in force for big day

SEA Cadets across the country represented their units at Armed Forces Day (AFD) events at the end of June.

The annual awareness day is a chance for people to show their support for all that the UK Armed Forces do.

More than 300 events to mark the occasion were held across the country, with Sea Cadets taking part in parades and displays.

In Liverpool, where the National Event was held, Tameside cadets performed a window ladder display, watched by Prince Edward, the Earl of Wessex.

Prime Minister Theresa May was also at the Liverpool ceremony and was pictured with Sea Cadets on the day.

But Sea Cadet activity was not limited to Merseyside.

Members of Dudley unit were on duty at the Armed Forces Day event at Himley Hall and Park.

The crowds who gathered at Redcar to honour the Services were treated to a fly-past by a World War 2-vintage Hawker Hurricane – and the formal proceedings were set in motion by the raising of the colours by cadets from TS Zetland, the Redcar unit.

Members of Chesterfield unit went the extra mile – first they hosted a Cadet Forces Day to coincide with AFD activities around the country at the end of June, then they attended the Staveley event in early July, using the occasion to show what they do, recruit and raise some money for the unit.

Members of Dundee and Methil units joined Reservists from HMS Scotia and RMR Scotland to represent the Senior Service at the Dundee AFD event at the beginning of July – amongst the activities laid on for those who attended were field gun runs by the Sea Cadets.

Armed Forces Day is part of a government commitment to increase public support and appreciation of all those who serve and have served in the UK Armed Forces – this includes regular and reservist troops as well as Service families, veterans and cadets.

Next year's national event will be held in Llandudno, North Wales, at the end of June.

Fund supports sea bursaries

THE first donation from a fund set up in memory of a former Sea Cadets volunteer has been handed over to MSSC, the Marine Society and Sea Cadets.

A cheque for £1,560 from the Derek Login Offshore Trust was presented to the charity in Gosport after Sea Cadet Corps flagship TS Royalist berthed.

The trust was set up in memory of Cdr (SCC) Derek Login RNR, who was the Senior Staff Officer for the Southern Area until shortly before his death last year.

Cdr Login was also the Area Staff Officer for Offshore and Navigation, and had a great passion for encouraging cadets to enjoy adventure at sea.

In tribute to his work, his wife, Brenda, and children Richard, Craig and Nicola set up the Trust to provide bursaries for cadets in the Southern Area to go to sea for the first time.

Deputy Offshore Commander Andy Giles was honoured to receive the donation on behalf of MSSC, and said Cdr Login gave him the "offshore bug" when they worked together.

To find out more about the trust, visit www.derekloginoffshoretrust.com



● The team from Fareham College during one of their timed runs

Picture: Keith Woodland

Juniors go gunning for prestigious prize

BARELY had the dust settled on the Royal Navy's senior field gun competition than the juniors stepped up to the mark.

HMS Collingwood in Fareham once again echoed to the rattle of wheels and the cries of encouragement as young people from across the country gathered to train, and then compete, in the annual Junior Leaders Field Gun Competition.

The event is very similar to the Royal Navy and Royal Marines Charity (RNRMC) Field Gun competition, but is predominantly for youths aged 16-24, who have either only recently joined the Armed Forces or are studying at college.

Teams compete to build and transport a field gun and its equipment up and down an 85-yard track, stopping along the way to complete actions, with the aim of running home with a clean and fast time.

All field gun competitions commemorate and celebrate the actions of a Naval brigade

in 1899 during the Second Boer War, hauling heavy Naval guns across difficult terrain to help relieve besieged troops at Ladysmith in South Africa.

This year in addition to the Armed Forces crews, teams competed from Fareham College, Chichester College, Sea Cadet units and University Technical Colleges (UTCs).

Building on the concept of The TeamWorks and emphasising the training theme, the teams came into the competition with little or no prior experience of Field Gun and only had one week to train.

Their goal throughout that week was the programme of finals which took place on the Friday in front of friends and family, as well as personnel training and working at the base.

Amongst the 18 crews taking part were Team Sea Cadets, who usually found themselves up against older competitors, but comfortably finished in the top half of the field.

Another young team represented the Royal Hospital School in Suffolk – and a perfect



● Victory Squadron celebrate their success

Picture: Keith Woodland

winning first heat set them up for a final showdown, when the 17 and 18-year-olds took third place overall.

HMS Sultan's crew was made up of hopefuls from the Defence School of Marine Engineering (DSME) who are nearing the completion of their Engineering Technician Initial Career Course.

After completing 30 weeks of training to prepare them for

life at sea within the Marine Engineering branch, the group faced one last challenge in attempting to bring silverware back to HMS Sultan – and they ended up with the Plate 1 trophy.

With 18 crews taking part this year the audience were treated to three finals.

Plate 2 was won by Fareham College, after which student president and member of the gun crew, Sam Riches said: "We were all sort of nervous and we tried to keep our cool and stay on track."

"We got our heads down for the final and came away with a trophy."

The main final was a closely fought affair, and it was the home team – Victory Squadron – who took the honours.

Second Sea Lord Vice Admiral Jonathan Woodcock attended the event, telling teams: "You have taken part in something pretty extraordinary this week."

"You have overcome the challenge of moving something the size of a small car."

"Remember what you have achieved because it is extraordinary."

The Junior Leaders Challenge is the only competition open specifically for new recruits and youths, offering them a chance to work as a team and challenge themselves in a unique setting.



Molly uses lifesaving expertise

A TEENAGER from Colchester saved the life of a girl who was choking, using the first aid skills she learnt at Sea Cadets.

Cadet Molly (pictured above) cleared the girl's airway, performed CPR and called an ambulance, before placing her in the recovery position during the incident at the town's rugby club in June.

These actions – which 15-year-old Molly learnt at Colchester unit – were praised by paramedics, who said Molly could have saved the girl's life.

Cadet Molly said: "One of the girls ran over to me and said, 'You're a Sea Cadet, can you help, someone is unconscious?'"

"When I went over, she was choking – she had a pulse, but I couldn't hear anything."

"I didn't really panic at the time, I just wanted to make sure she was OK."

"Everyone was really upset, but I just tried to keep calm."

"We learnt first aid at the unit, which is how I knew what to do."

"Sea Cadets has helped me with other things, too, including Communication and Information Systems (CIS), as I study computer science at school, and it has also helped me with my confidence and with making friends."

The girl was taken to hospital and has now recovered.

Molly said: "She's OK now, she bought me a present and said 'Thank you so much, I will never forget what you did'."

Molly's mum Maxienc said: "I am so proud of her. I don't know how she did it and kept so calm."

Royalist wins race honour

SEA Cadet Corps flagship TS Royalist has got off to a flying start in this year's Sail Training International's Tall Ships Races.

The first leg of three has been completed, and Royalist took first place in Class A and second place overall – a considerable achievement, particularly in the opening race.

The 34-metre brig then prepared to head to Finland, and a new crew gathered at Reigate unit on to fly out from Gatwick Airport.

You can track TS Royalist's progress in the three-race series by visiting <https://fb.tl/tsr2017>, as well as keep up to date via the Sea Cadets Offshore Facebook page at www.facebook.com/seacadetsoffshore/

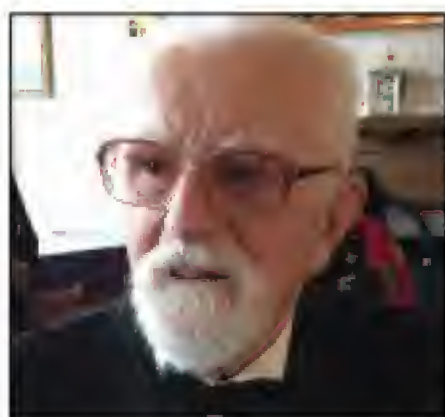
Carnival support

SEA Cadets and staff from Carlisle unit lent their support to colleagues at Maryport when they took part in the Cumbrian town's carnival.

Blessed by good weather, the carnival – reinstated after a break of six years – proved a popular event, building on the success of a gala day last year.



● The Royal Hospital School gun crew in action at HMS Collingwood



Veteran of D-Day dies aged 93

A D-DAY veteran who was recently presented with the French Legion d'Honneur has died at the age of 93.

Stan Parvin (pictured above) joined the Royal Navy at HMS Ganges in 1940 as a boy sailor.

More than half of his class of 50 were drafted to HMS Hood – initially a cause of envy in Stan, but he appreciated his good fortune, as within a year only two of that cohort were still alive.

Stan joined HMS Enterprise, a World War I Emerald-class light cruiser, and he spent over two years in the Far East.

He then served in a succession of ships, but returned to Enterprise as aft AA Gun Director's Assistant in the build-up to D-Day.

Stan turned 20 on June 5 1944 – the original date pencilled in for the D-Day landings – and crossed the Channel with the cruiser when the invasion fleet finally set off the following day.

Enterprise supported American troops at Utah beach, having initially been tasked to neutralise a German gun battery.

Gen Omar Bradley visited the ship on D-Day plus two and thanked them for their support, and Prime Minister Winston Churchill stayed in Enterprise during a visit.

A year later Stan found himself in Haifa, and having emerged from a potentially awkward situation on his 21st birthday he took the chance to celebrate – an oppo recorded the moment for posterity (below).

After the war, Stan saw service in Palestine before returning to sea, leading up to service ashore, this time as a Fire Controller, during the Korean War.

He spent time in the Malta Squadron and then served at sea as a Seamanship Instructor in the Dartmouth Training Squadron. His final draft of a 26-year career was as a CPO at HMS Caroline, having met and married Joyce, who came from Belfast.

Stan received his Legion d'Honneur on May 26, and was one of ten recipients who attended a D-Day dinner at HMS Nelson on June 23.

Stan's son, Cdr Philip 'Paddy' Parvin, is the RN Submarine Fleet's Marine Engineer Officer and Vice President of the Nelson Wardroom Mess, and it was his personal honour to host his father at this auspicious evening.

Stan died on July 10.



Perisher survivors gather

THESE 265 people possess 'the right stuff' – the knowledge, skill, dash and verve – to command a submarine.

Every man who attended this unique celebration at Dartmouth has passed the Perisher, officially the Submarine Command Course, and generally regarded as the toughest test of anyone who hopes to command a man o'war.

These successful commanding officers and executive officers comprise roughly one sixth of those who have passed the course since it was introduced in September 1917.

Just 1,164 Britons and 408 foreign and Commonwealth naval officers have passed Perisher since the Admiralty decided to formalise training for its submarine skippers towards the end of the Great War.

To celebrate, today's head of the Silent Service, Rear Admiral John Weale, invited successful Perisher candidates past and present to join him at the Officer Corps' alma mater, Britannia Royal Naval College.

The oldest deep to accept the invitation was Lt Cdr Matthew Todd who, at 93 years old, kept pace with those considerably less than half his age.

"His stories of his illustrious career, which included service in World War 2 with some of this country's most renowned commanding officers, were inspirational," said Cdr Jerry Bernau, who helped to organise the centennial dinner.

Vice Admiral Sir Ian Corder, Lieutenant-Governor of Guernsey, described the event as "truly a night of 100 unfinished

conversations" as former comrades, some of whom had not seen each other for half a century, were reunited.

Former First Sea Lord Admiral Sir Mark Stanhope presided over the evening, while Admiral of the Fleet The Lord Boyce, Chief of the Defence Staff in the early 2000s, was guest of honour.

Formal proceedings closed with the final words by Vice Admiral Sir Tim McClement, who asked all Perishers present to raise a glass to the celebrated wartime deep Capt Tubby Crawford DSC and Bar, former CO of HMS Unseen from 1942 to 1944.

Capt Crawford died less than two weeks later, on June 28, the day after his 100th birthday.

■ Capt Crawford obituary – page 43

Today's Servicewomen salute their forerunners

FIFTY Royal Navy and Royal Naval Reserve Servicewomen joined their colleagues from the Army and RAF and Service veterans at the National Memorial Arboretum to mark the 100th anniversary of women in the Armed Forces.

Organised by the Royal British Legion, the Women at War 100 commemoration included a drumhead service, exhibition and reception at the Staffordshire site, paying tribute to the contribution of women to the UK's military capability over the past century.

At the drumhead service, Senior Nursing Officer Nicci Pugh, who served with the Queen Alexandra's Royal Naval Nursing Service (QARNNS), provided a reading from her memoirs recalling the preparations and her personal journey to war on board the hospital ship Uganda.

The converted cruise ship entered the combat zone of Falkland Sound 35 years ago to treat the wounded and traumatised survivors from both the battles ashore and from ships that were attacked.

Nicci said: "It was a frenetic, exhausting period, split into watches for 24-hour medical care – but looking back, I can see it was a huge privilege to have been able to help those courageous men who were so badly injured.

"I feel quietly proud of our achievements, working so far from home on board our floating hospital throughout the



● WO Catherine Wojcik meets veteran Servicewomen from the Army during the Women at War 100 event at the National Memorial Arboretum

Falklands Conflict."

Defence Secretary Sir Michael Fallon said: "From the fields of Flanders to the deserts of Afghanistan, women have served in our Armed Forces over the past century with distinction and commitment.

"It is essential that roles in our Armed Forces are determined by ability, not gender, and it is therefore very good news that women are joining us in greater numbers and serving in diverse roles including close combat operations."

This year marks the centenary of the formation of the Women's Royal Naval Service in November

1917.

Their Army equivalents made their debut just five months earlier – on July 7 1917 the Women's Army Auxiliary Corps (WAAC) came into being, following the government's decision to allow women to join the British Army for the first time in various supporting roles such as drivers, clerks, cooks, mechanics, telephonists and telegraphers.

Today's Naval Servicewomen are able to take on every opportunity that their male counterparts enjoy, commanding warships, serving in submarines and in Fleet Air Arm squadrons.

Women have also taken

command of shore-based training units and are represented in specialist naval disciplines including mine warfare, engineering, diving, intelligence and information operations.

Newly-qualified as a mechanical engineering technician, AB Leanne Moon, 19, is looking forward to joining her first ship, Type 45 destroyer HMS Defender, next month.

Laying an RBL poppy at the National Memorial, Leanne paid tribute to those who were pioneers in the Royal Navy and WRNS in previous generations.

She said: "I am excited to join my first ship to travel overseas on operational duties.

"I expect to be with this ship for at least two years.

"Today has been a fantastic day, meeting so many inspiring women from our sister Services across the generations.

"In the Navy women are treated no differently from the men. Given any task, we just get on with it – no problem.

"The lads on board accept us without question. They know that we have proved ourselves capable and professional."

At a time of great social change for women, the UK's decision to form women-only Services was taken during World War 1 when Britain faced a severe shortage of manpower.

During World War 2 as many as 75,000 women served in the WRNS, some of whom were represented at the national memorial event.

Rayleigh is first to win new honour

THE first winners of the RNA's Branch of the Month award is Rayleigh, in Essex, part of Area 5.

The branch – which has 53 members, 18 of them full members – offers fortnightly meetings and branch newsletters covering all aspects of the branch.

The newsletters are printed and handed to meeting attendees and shared with anyone in need of assistance by the branch Welfare Officer.

Members are very active on social media and share communications on Facebook, with 400 followers – see www.facebook.com/RoyalNavalAssociationRayleigh/

In addition to sharing the *Semaphore Circular* at branch meetings, it is also uploaded to a publishing website (issuu.com) which provides a user-friendly viewing platform for publication.

Links to both the newsletter (*The Moorings*) and the *Semaphore Circular* are electronically shared to a distribution list which includes RNA HQ and all of No 5 Area officials and branch secretaries, and Rayleigh branch members.

The branch regards itself as a very active one catering for all ages, backgrounds, needs and abilities.

A well-attended branch visit to HMS Belfast has already been made this year, and further visits – to Chatham Historic Dockyard and the Imperial War Museum at Duxford, are in the pipeline.

Rayleigh is in the van of the current renaissance of the Uckers board game, and has hosted two Uckers training nights which accommodated teams from other local branches.

Members are hoping to host a tournament at the end of the year.

The branch boasts four recent recipients of the French Legion d'Honneur medal, marking their contribution to the Normandy Landings of 1944, and three surviving members from the branch's inauguration in 1986 – 31 years ago.

S/M Gary Daisley, the former public relations officer and branch delegate to Area meetings, became the honorary secretary in the past year or so, and compiles, edits and produces *The Moorings*.

He is also responsible for Rayleigh's social media presence and provides updates on an almost daily basis.

In addition, he has become the Area coordinator for iPad training under the Royal Naval Association's Project Semaphore, designed to help 'digitally-isolated' veterans, and conducts one-to-one and group training sessions for Project Semaphore candidates.

Current branch chairman S/M Jim Hammond, who was the Deputy National Council Member, branch delegate to Area meetings and sat on the No 5 Area committee, has now become the National Council Member for No 5 Area.

S/M Hammond has raised significant funds for the branch and was responsible for RN and RNA memorials in Rettendon, near Chelmsford in Essex.

He also prints the fortnightly newsletters at his own cost and provides guidance and leadership to branch and area officials.

Rayleigh will host the re-dedication of the RN and RNA memorials in Rettendon on August 8 in the presence of the National President and Central Office and RN representatives, together with No 5 Area officials and branch standards.

The branch will also host a formal Mess Dinner on August 19.



Veterans visit Raleigh

A GROUP for veterans affected in any way by dementia made a visit to the Royal Navy's HMS Raleigh training establishment.

Dementia Voice PL12 Veterans Group is based in Saltash, Cornwall, for anyone who served in the Armed Forces and is in any way affected by dementia.

The group is funded by the Greenwich Hospital charity.

At the end of June a group made the relatively short hop to Torpoint – including 87-year-old former Wren Joan Russell, who had served at HMS Raleigh in 1952.

Joan regaled everyone with her amusing stories of her happy days in the WRNS (pictured above).

Another veteran who took the trip down memory lane was 76-year-old former Charge Chief Tony Kidd.

Tony spent virtually his whole career in the Submarine Service, so a visit to the Submarine School at Raleigh was just the ticket – the former deep still wears his dolphins with pride.

The highlight of the day was attending the passing out parade of the latest generation of sailors, accompanied by the Royal Marines Band Plymouth.

Group Facilitator Carol Emmet said the group was grateful to Raleigh's CO, Capt Ellie Ablett, and her training staff for hosting the veterans, bringing back wonderful memories of their Service careers.

York shipmates welcome Buccaneer

STANDARDS from York and District branch and the Yorkshire branch of the FAAA were paraded at the Yorkshire Air Museum at Elvington, York, at the end of May for the roll-out of a refurbished Blackburn Buccaneer aircraft.

The Yorkshire-built Buccaneer has been repainted in its original Royal Naval Fleet Air Arm livery.

The aircraft was unveiled by Cdre Paul Sutermeister and

museum director Ian Reed (pictured right).

York Sea Cadets were also on parade, looking very smart for Cdre Sutermeister, who just happens to be their president.

This was followed by running up the engines of the aircraft and a taxi-out for the onlookers.

The much-loved Buccaneer, a high-speed, low-level strike jet, served with the Fleet Air Arm in the 1960s and 70s.



Museum acquires brooch

THE Royal Marines Museum at Eastney in Portsmouth was delighted to welcome Trevor Lewis, the retired Commanding Officer of a Gosport cadet force, allowing him to present a brooch commissioned by senior Royal Marines officer Sir Humphry Tollemache for the baronet's wife's 21st birthday.

The Royal Marines Light Infantry Cadet Marching Band was founded in 1979 and Maj F Halliday, son of Gen Sir Lewis Halliday VC, became its president.

He was related to Sir Humphry and invited him and Lady Tollemache to cadet concerts.

The brooch that Lady Tollemache wore was much admired as it is a Light Infantry cap badge in platinum and diamonds.

Lady Tollemache decided to leave it to Royal Marines Light Infantry Cadet Marching Band in her will, with the proviso it should be worn by the Commanding Officer's wife on all cadet official occasions.

Trevor explained: "As the cadet unit is now disbanded, and as I was the retiring CO, my wife and I feel that the Royal Marines Museum is the correct resting place for it."

Christopher Gale, Collections Team Manager at the National Museum of the Royal Navy, said: "This is a highly unusual bespoke piece, a beautiful marriage between art and jewellery with the Corps at its heart."

"We have a significant amount of material relating to Tollemache and this will take pride of place next to it."

Nobby steps up

WORTHING Branch conducted their Sea Sunday parade and the dedication of the new RNA stained glass window on Worthing Pier last month.

Accompanied by standards and the Band of TS Intrepid NTC shipmates proudly marched along the promenade to the pier.

There they gathered for a short interdenominational service and the dedication.

At the last minute the branch chaplain was unable to attend – but branch chairman S/M 'Nobby' Hall stepped up and, in the finest tradition of captains of yore, took the service and dedicated the window.

There then followed refreshments and a tot of rum which were well received by shipmates, the mayor and the latest branch chaplain, the Reverend Nobby...

Deepes pay respects

SUBMARINERS from Clyde Naval Base travelled to Malta to commemorate Odin-class submarine HMS Olympus, which was sunk during World War 2.

The deeps from HMS Vengeance and Artful visited Ta' Xbiex to pay their respects to the 89 men who died when their boat struck a mine soon after leaving Grand Harbour, Valletta, on May 8, 1942.

Marine archaeologist Dr Tim Gambin and his team discovered the vessel in 2011, and as they were confirming the identity of the submarine they had found, they learned the unfortunate story behind the events which led to the sinking.

Olympus had been protecting shipping convoys through the Mediterranean, and on this occasion she was transporting surviving crew members of stricken submarines back to the UK, in order for them to crew replacement boats being built back in the UK.

Olympus had a crew of 55 men plus an additional 43 submariners being returned to the UK.

The evening before she set sail there was a suspicion of some German activity outside of Grand Harbour but no threatening issues were reported



● Royal Navy Submariners pay their respects to HMS Olympus and her crew. Picture: Justin Gatt, Public Affairs Office, Armed Forces of Malta

to the Commanding Officer, Lt Cdr Herbert Dymott.

Shortly after she sailed on May 8 she struck a mine and began to sink.

The men who managed to escape faced a seven-mile swim to shore, and although fires from German bombings on the island

guided them, only nine survived.

The remaining 89 men died at sea in what turned out to be the single biggest submarine tragedy of World War 2.

Dr Gambin said: "After learning of the tragedy I felt it only right that a memorial be erected in memory of the



35 years on – and still serving

VETERANS of the Falklands Conflict who are still serving today gathered at HMS Collingwood for a dinner to mark the 35th anniversary of the campaign (pictured above).

In the presence of First Sea Lord Admiral Sir Philip Jones – himself a South Atlantic veteran – 81 members of the Royal Navy and Royal Marines took their places at the dinner.

Also present were Mrs Sukey Cameron MBE, the Falkland Islands Representative to the UK, and Cdr David Crossman RNZN, the Royal New Zealand Navy Attaché to the Court of St James.

A full Ceremonial Sunset and a string quartet were provided by the Royal Marines Band Collingwood.

Guest speaker was Dr Stephen

Prince, Head of the Naval Historical Branch, who gave a fascinating after-dinner speech on the Falklands Campaign, at one point comparing it to having a Trafalgar Night 35 years after the Battle.

The Dinner was organised by WO1 Mark Barker OBE and Cdr 'Nobby' Hall, who presided.

The veterans are now looking forward to the 40th anniversary – but how many will still be serving then is anyone's guess.

£50 PRIZE PUZZLE



THE mystery ship in our June edition (right) was Battle-class destroyer HMS Barrosa, and the battle after which she was named was fought in 1811.

The correct answers were provided by Mr D Pye, of Norwich, who wins the £50 prize.

This month's mystery ship (above) was a World War 1 'torpedo boat destroyer' of around 1,000 tons.

Launched in May 1913 and completed around ten months later, she was one of a class of 22 – and she was one of just six of that class with two funnels, the rest having three.

Three of her sisters were lost during the Great War but this Cowes-built warship survived, and was sold for scrapping in 1921.

1) What was her name, and 2) what was her intended name before the whole class were renamed with the initial letter L?



Complete the coupon and send it to Mystery Picture, Navy News, Navy Command, Leach Building, HMS Excellent, Portsmouth PO2 8BY. Coupons giving the correct answers will go into a prize draw to establish a winner.

Entries must be received by September 13.

More than one entry can be submitted but photocopies cannot be accepted. Do not include anything else in your envelope: no correspondence can be entered into and no entry returned.

The winner will be announced in our October edition. The competition is not open to Navy News employees or their families.

MYSTERY PICTURE 270

Name

Address

My answers: (1)

(2)

↓ RNA Central Office, Room 209, Semaphore Tower (PP70), HM Naval Base, Portsmouth PO1 3LT.
↓ admin@royalnavalassoc.com
↓ 023 9272 3747
↓ www.royal-naval-association.co.uk

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Where to look

DIBs

14/17 – Results of the Armed Forces Continuous Attitude Survey 2017
17/17 – Tri-Service Reserves Continuous Attitude Survey 2017 results

DINs

01 Personnel

2017DIN01-101 – Tax-Free Childcare Scheme for eligible working parents
2017DIN01-104 – MOD Provision of Passports for Service personnel, MOD civilians and their dependants in the UK
2017DIN01-107 – Operational After-care Policy – Decompression and Pre-exit Briefs

04 Defence Equipment & Support & the Defence Estates

2017DIN04-090 – Service Family Accommodation Compensation Scheme
07 Training and Education
2017DIN07-071 – Qualified Warfare Instructor Intelligence Surveillance Reconnaissance Course

09 Honours, Awards, Royal & Ceremonial Events

2017DIN09-012 – The George Beeching Prize for Compassion

Galaxy Briefs

05-2017 – Provision of WiFi Services on Surface Ships

RNTMs

01 Personnel

RNTM 01-040/17 – Implementation of Recruitment and Retention Pay for Weapon Engineer Submarines
RNTM 01-041/17 – Engineering General Service Training Return of Service Course List – ME and ET Training
RNTM 01-044/17 – Warfare branch fast track scheme
RNTM 01-048/17 – Royal Navy Engineer Officer Mentoring Scheme (RNEOMS)
RNTM 01-049/17 – Logistics branch senior upper yardmen commissioning scheme – adjustment to qualifying criteria
RNTM 01-051/17 – Engineering General Service – Financial Retention Incentive and Professional Qualification Payment

09 Honours, Awards, Royal & Ceremonial Events

RNTM 09-014/17 – Volunteering for ceremonial events



Virtual training, real results...

IT'S always great to see the RN at the cutting edge of technology.

No, not the Dacia Sandero Stepway parked outside HMS Sultan, but the virtual reality headset Cdr Steve McLaughlin has asked Sub Lt Justin Waite to don.

The junior officer is now immersed in the world of the submariner – the headset recreates compartments or consoles on our boats, allowing team training, without the need for a £1bn hunter-killer... or even the fellow trainee being in the same part of the country.

The VR demonstration perfectly fitted the theme of this year's Training Management Specialisation conference at the newly-refurbished Dreadnought Theatre in Sultan: Leading innovation in Naval training.

More than 130 people attended the event, including FOST Rear Admiral John Clink and the new head of the specialisation, Cdre Andy Cree.

They listened to a mix of guest speakers and TMs give presentations on a variety of subjects from developing 'thinking skills', digitising training and delivering strategic communications in the new carrier age.

A seminar session exploiting the idea of 'ignite presentations' – five minutes long, 20 slides, with each slide on the screen for 15 seconds before moving on – proved challenging to present, but also engaging.

Gulf sailors join in Ramadan ceremony

BRITAIN'S minehunting force in the Gulf joined in one of the most sacred ceremonies in Islam on the jetty in Bahrain.

A *majlis* tent – typically used for council meetings and special gatherings – was erected next to HMS Middleton and Bangor so their crews could join Britain's senior Islamic advisor to the military for the act of *iftar*.

Iftar – literally 'break a fast' – is a simple but important ceremony held at sunset during the holy month of Ramadan, when the fasting carried out during daylight is broken with a short prayer followed by a sociable meal with friends and family.

Luckily for the minehunter crews, while sunset on the longest day back in the UK wasn't until after 10pm in some places, in Bahrain the sun disappeared just after 6.30.

Imam Asim Hafiz, the Islamic adviser to the Chief of Defence Staff, led prayers as senior Naval officers from the UK headquarters in Bahrain, British and Bahraini sailors joined him for the traditional fast-breaking meal of dates and water.

"Hosting an *iftar* party is an honour and something that governments all around the world routinely do for their Muslim citizens," the imam explained.

"I have been honoured to have led this ceremony and prayers with our naval brethren here in Bahrain."

Joining the imam on his visit to Bahrain was chairman of the UK's Armed Forces Muslim Association, Maj Naveed Muhammed, Royal Corps of Signals.

"At a time of turbulence in the world this was a great opportunity for personnel of all faiths, and from different nations, to share in this Islamic breaking of the Ramadan fast. Sharing these rituals helps create an open understanding, which is vital today," he said.



Victorious crew test their Outer limits

THE crew of HMS Victorious turned adventurous when they left the cramped confines of their nuclear submarine behind and hit the roads of the Outer Hebrides.

Nine members of the V-boat's Port crew decided a 235-mile cycle ride around the islands was perfect for shaking off winter cobwebs and for bonding.

Backed by a support van/driver/first aider, the deeps left their boat behind in Faslane, collected tents, wet-weather kit and mountain bikes and struck out for the distant archipelago and Castlebay on Barra via Oban and a ferry.

The sparsely-populated islands are ideal for cyclists – few cars – and the backdrop stunning... if the weather obliges.

The odyssey began with horizontal rain and a 60-mile ride, interspersed with a short ferry ride from Barra to catch another ferry, this time from Barra to the tiny island of Eriskay. By the time they disembarked, the rain had stopped and a tailwind stirred, allowing the riders to power their way to their destination of Balnald on North Uist.

The lads pitched camp in daylight, got the stove going and ate their tea overlooking white sandy beaches and the seemingly endless expanse of the Atlantic.

The second leg – a 'mere' 35 miles to the Isle of Harris and the wonderfully-named Horgaborst for a fish and chip supper overlooking yet more white sands and the Taransay Sound.

The most northerly and largest of the Outer Hebridean Islands, Lewis, proved to be the toughest – a 50-mile slog to Stornoway as the

roads wound their way over undulating terrain. In wind. And rain.

It was here that support driver AB(SC(SM)) 'Smokey' Furness came into his own.

"There were numerous stop-offs to warm legs up – heating on full blast in the van with boosts of morale – everyone made it safely and soundly to Stornoway with some very tired legs," said LET(WE(SM)) 'Dorris' Dorrington.

And all in time for tea and a few wets.

The fifth day in the saddle, this time fuelled by a clotted cream tea with scones, saw the riders retrace half their route to Stornoway to catch the ferry to Uig on Skye from Tarbet... then power another 25 miles, pitching tents in Sligachan and heading to the world-famous local hospitality which offered more than 400 malt whiskeys.

The final day's ride took Team Victorious 32 miles to Armadale, a quick ferry to Mallaig on the mainland and a final eight-mile ride to the last caravan site in Portnadarán.

"Once everyone dismounted for the final time, there were a lot of hugs and everyone showed their appreciation for our safety driver, Smokey," said Dorris.

"The week's AT depended on his support logistically and his classic submariners' humour kept everyone smiling until the end."

After a quick dip in the sea and a final slap-up meal at a nearby hotel, it was time for the submariners to return to their boat. Would they do it again?

"The next cycle ride destination is being discussed..." said Dorris.



Naval Families FEDERATION

It's Good to Talk

The UK's largest broadband and media providers have agreed to treat Armed Forces families fairly when moved for Service reasons. Customers of BT, EE, Plusnet, Talk Talk, Sky and Virgin Media are safe in the knowledge that their providers have committed to fair treatment if they need to cancel their contracts if they are moved to an area that their provider does not cover.

Hitherto, members of the Armed Forces deployed overseas or parts of the UK not covered by their provider could be forced to pay a cancellation fee.

Service Pupil Premium

Did you know that you are able to claim for Service Pupil Premium (SPP) up to six years after leaving the Armed Forces? This is an amount of £300 that is paid directly to state schools, by the Department for Education, at the beginning of the academic year.

All Service children are eligible providing they are in Reception to Year 11 in England. It was introduced to enable schools to provide extra, mainly pastoral, support for children with parents in the Armed Forces. DCYP have issued a guide booklet; www.nff.org.uk – search 'Education'

Removal Costs

Normally, first and final house moves in the Armed

Forces are not paid for at public expense. However, there is funding for both 'Disturbance Expense' and the 'Removal of Personal Effects at public expense' for a final move, providing that a request to live and work in a particular area has been made to the appropriate career manager.

If the career manager is unable to meet the needs of the Service person by posting them within 50 miles or 90 minutes of travel time to their requested area, then they may be entitled to Disturbance Expense and Removal of Personal Effects for their final move.

Further details on our site: search 'Transition'.

Housing and Finance Transition Briefs

Did you know that as the spouse/partner of a serving person you are invited to attend the Resettlement Housing and Finance Briefs that each serving person is entitled to as part of their resettlement package?

Hosted by the Career Transition Partnership, these provide valuable information and advice about the different housing and finance options that are available to you when you leave the Armed Forces.

To find the next Housing and Finance Briefs near you, see www.ctp.org.uk/resettlement-guides/housing-396670.

Transition information can be found on the NFF website nff.org.uk/news/employment/transition.



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PLETs get going

THE first group of recruits to join as Probationary Leading Engineering Technicians (PLETs) have passed out of HMS Sultan as part of the accelerated apprenticeship scheme.

After completing 11 weeks initial training at HMS Raleigh, the 13 recruits – including 11 from University Technical Colleges – joined Sultan in December.

Over several months of hard work the PLETs have developed their understanding of diagnostics, repairs and mentoring, giving them the fundamentals of the necessary skills required to fulfil their roles as deputy section heads at sea.

The apprentices are now ready to join their first warships where they will continue with their development.

The advanced apprenticeship scheme seeks budding engineers to join the surface fleet as an Engineering Technician for up to 11 years – with the opportunity to extend employment to 20 years length of service.

The recruits who joined as leading hands had all studied an NVQ Framework Level 3 in either mechanical or electrical engineering, passed the RN entry requirements and, because of their backgrounds were able to join as LET(ME)s on £31,000.

PLET Andrew Mooney, 19, who joined the RN after studying at Energy Coast UTC in Cumbria said: "I was really keen to get into engineering and after looking at all the options at home it was clear that the Navy offered lots more opportunities."

"Since I've joined I've learned lots of new skills and made loads of new mates. I am looking forward to getting out to sea."

Guest of honour at the inaugural pass out, Assistant



● PLET Andrew Mooney (a graduate of Energy Coast UTC in Cumbria) takes a break in Sultan's small engine bay

Picture: PO(Phot) Nicola Harper, HMS Sultan

Chief of Staff (Training), Cdre Andy Cree, said: "For each one of the apprentices, today marks a significant achievement and is the beginning of what is sure to be an exciting and rewarding career in the technologically advanced and innovative Royal Navy."

"In addition to their core training the scheme will reward motivated individuals that meet all criteria and demonstrate naval service core values during the two-year probationary training, with a subsequent onward 'fast track' promotion to petty officer engineering technician."

Cdre Cree continued: "Along

with accelerated promotion, these 18 and 19-year-olds have developed enhanced leadership skills as well as advanced engineering competences. They will quickly become head of a section of technicians."

"We are continuing to work closely with UTCs to inspire the engineers and scientists of tomorrow and encourage innovation – it allows the Royal Navy to highlight the variety of exciting roles and opportunities available to engineers, not just within the Royal Navy, but across the engineering and scientific community."

Female engineers are stars of the city

MEET Emily Fowles and Laura Dietz – two Naval Service engineers singled out among 100 'women to watch' in nationally-recognised awards.

The pair – 3/O Fowles (right), currently serving aboard tanker RFA Wave Knight in the Atlantic and air engineer officer Lt Dietz (far right), who authorises vintage aircraft and Merlin helicopters to fly – have been picked as 'rising stars' in the We Are The City awards, presented to women from across 22 professions.

A panel of 33 judges from across industry, banking, new and old media, the charity sector and consultancies, whittled the original 1,250 nominees down to 200, with 35,000 votes from members of the public to make the final 100 in categories as varied as sport, law, technology, academia and business and finance.

Those 100 winners were honoured at a ceremony at News UK's HQ in London, with the Royal Navy's highest-ranking female officer, Commodore Inga Kennedy, presenting awards to the high-flyers in the defence category.

Emily, 21, from Somerset, joined the Royal Fleet Auxiliary back in 2013. Fast forward four years and she's passed her cadetship, qualified as an engineering officer of the watch and completed a foundation degree in marine engineering.

As a third officer, she's one of the most junior marine engineer



officers – responsible for engines, water plants, sewage systems and generating electricity on RFA vessels – on board Wave Knight, which has just finished an extended patrol of the Atlantic, most recently around the Caribbean, visiting British territories and supporting the international fight against drug trafficking.

"I joined the Royal Fleet Auxiliary at 18 and have thoroughly enjoyed every aspect of the lifestyle that comes with the job," she said.

"Winning this award has been an amazing experience for me and it is great that the RFA has been recognised as hopefully it will raise awareness of the role that the RFA plays in the Royal Navy – and wider defence."

Laura, 33, joined the RN in 2006 with a degree in mechanical

engineering.

She specialised in air engineering, first overseeing Merlin helicopters then Bagger Sea Kings, both at Culdrose in Cornwall; she deployed with carriers HMS Illustrious and Ark Royal.

Laura also spent two years at Welbeck Defence Sixth Form College, near Loughborough, as its adjutant, then completed a six-month stint at Camp Bastion in Afghanistan in the media cell, before returning to the Fleet Air Arm, first overseeing more than 400 engines for Merlin and Apache helicopters, then to her current role at Yeovilton.

When not at work, she's spreading the word for female engineers, encouraging school children and students to take up the profession, and enjoys horseriding and shooting.

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Tales of austerity and prosperity

THE Coalition government's strategic defence and security review of 2010 effectively introduced another 'ten-year rule' – that there would be no crisis requiring the use of an aircraft carrier over the next decade, writes Prof Eric Grove.

We have been here before – as Dr Harry Bennett of the University of Plymouth has demonstrated in his book *The Royal Navy in the Age of Austerity 1919-22: Naval and Foreign Policy Under Lloyd George* (Bloomsbury, ISBN 978-1-4742-6838-7 £65).

The book centres on the period immediately after World War 1 when the Coalition administration grappled with the problems of over indebtedness, an economic slump and a potential naval arms race with ally Japan and 'associated power' the USA.

The main result of this situation was the Washington Conference of 1921-2 that agreed the replacement of the Anglo-Japanese alliance by a four power US-British Empire-Japan-France treaty on the integrity of each other's territories in the Far East and, famously, agreement on capital ship parity between the USA and Britain and a 60 per cent ratio of that strength for Japan (5-5-3).

The author puts these developments into the broadest perspective: political, economic and diplomatic as well as technological and strategic.

In this sense the book is a useful and significant contributor to the 'new, new naval history' that broadens the subject beyond even the 'new naval history' of higher naval policy to still wider economic, political and cultural factors.

Its author uses a wide range of sources, some a little surprising, and produces an account that is certainly broadly based.

This brings us to the first problem.

Some of the author's assertions are based on some contentious works.

For example, David Divine's entertaining 1964 polemic *The Blunted Sword* that I enjoyed as a schoolboy is hardly a reliable source on the performance of the central organisation of British defence at any time.

Neither is popular author James Leasor a very sound source for comments on the state of the inter-war British armament industries.

The book is accessibly written but sometimes the overall arguments are not very clear.

According to the favourable comments on its back cover, the book is a counter to older declinist studies and the negative effects of Washington on the Royal Navy.

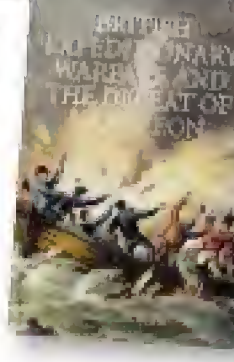
This does not accord with my reading of the book.

There is much about British decline and too little attention paid to the more positive counter analyses of historians like David Edgerton.

Although the building of the



● HMS Nelson – with all her 16in guns forward of her superstructure – at the 1937 Coronation Review at Spithead. She was built under the limitations of post-WW1 austerity and the Washington Treaty



THE GROVE REVIEW

battleships Nelson and Rodney were indeed notable successes,

assisted by the Japanese desire to hang on to the 16in armed Mutsu, the cancellation of no less than 23 potential rival capital ships, all of which would have been more powerful in gun power than anything less than the two new ships, was also no mean achievement.

Equally ACNS Chatfield's obtaining a definition of 'standard displacement' that favoured British interests at least deserves a mention.

Another victory for the British delegation – one not given sufficient emphasis here – was keeping cruisers unlimited in numbers and able to be built up to 10,000 tons.

This allowed the Admiralty assets and do its best to keep shipbuilders in business.

Bennett rightly stresses the pressure on the government from the shipbuilding industry and its civic representatives to maintain orders, but his thesis that inadequate capacity in the industry was a constraint in naval building flies in the face of the main problem of the interwar period: the acute overcapacity of the shipbuilding industry left by the war which led to drastic measures of contraction.

No practical Admiralty policy could have done much to mitigate the worst effects of this, although it did its best putting one of the new battleships on each coast at Cammell Laird and Armstrong and cruisers to Fairfields, John Brown, Beardmore, Hawthorn Leslie, and Palmer.

The last named built HMS York, sadly the last major naval unit built at the Jarrow yard it could not save.

The author is critical of the Ten-Year 'No War' Rule of 1919,

although it proved to be an accurate prediction.

It also did not prevent the building of 15 10,000-ton cruisers for the Royal and Royal Australian Navies.

The real problem was Chancellor Winston Churchill – who had tried his best to prevent their construction – obtaining an indefinite extension of the Ten Year Rule that had much more dire effect than the original formulation.

Churchill's Ten-Year Rule was only abandoned at least three years too late in the early 1930s.

Bennett argues that the Admiralty had clearly identified Japan as the most likely potential enemy in 1919.

The impression I get from the book and other sources is that this was not quite so clear, although the British were less anti-American than the Americans were anti-British.

Indeed, First Lord Lee of Fareham made his condition for taking up his appointment that he would frame policy on the assumption that war between the USA and the British Empire was impossible.

Sadly for Lee, this was not the general perception in the US Navy but the Washington Treaty prevented the situation Lee feared.

Indeed Lee generally emerges from Bennett's account much more favourably than he was portrayed in Roskill's standard work *Naval Policy Between the Wars*.

Lee's 'May Memorandum' in setting policy in 1921 is given an emphasis that is long overdue.

There are other problems with this book with strange mistakes such as the assertion the King George V class of the late 1930s were not treaty limited (!), that old canard that British ships were inferior in design and that vulnerability was the problem

that spelled the death of the battleship.

Nevertheless it remains a very stimulating and worthwhile addition not only to the history of the 20th-Century RN but to the methodology of naval history in general.

■ Although there have been many books on Britain's victory over Revolutionary and Napoleonic France much has been taken for granted.

Essentially this was a maritime victory in the fullest sense of the word.

Britain's maritime trade gave her the wherewithal to fight her own war and support the campaigns of allies.

Maritime communications allowed Britain to engage in expeditionary warfare – with mixed results.

Even as late as 1809, the disaster of Walcheren showed the limitations of this approach when a major subsidised ally was yet again knocked out by Napoleon.

By this time, however, the campaign in the Iberian peninsula was being maintained and supported from the sea with, as time went by, increasing success, as the Duke of Wellington recognised in his famous quote: "If anyone wants to know the history of this war, I will tell them that it is our maritime superiority that gives the power to maintain my army while the enemy is unable to do so."

Later, Wellington also depended on maritime supply for the operations of his army in the Netherlands that together with the Prussians defeated Napoleon at Waterloo.

This maritime superiority and supply system depended on the

activities of an institution that has been so far neglected by historians: the Transport Board created by Prime Minister Pitt in 1794.

It acted as a central organisation to hire shipping to meet the requirements of the government.

By 1815 it had spent the equivalent of £4.2 billion in modern money on chartering shipping.

The Transport Board was a subsidiary board of the Treasury and operated largely on the instructions of the Secretary of State for War. It was managed by a chairman, two successive naval officers and commissioners, a mix of naval officers and civilians.

It worked through agents, naval officers stationed at home and overseas and ships were hired by them through hundreds of brokers.

The workings of this system are comprehensively described by Dr Robert Sutcliffe in the excellent book based on his University of Greenwich doctoral dissertation *British Expeditionary Warfare and the Defeat of Napoleon 1793-1815* (Boydell, £75 ISBN 978 1 84383 949 1).

The title probably reflects the influence of the publisher trying to widen the market as a study just of the Transport Board might have had more limited appeal.

There is a brief introductory chapter on 'British Expeditionary Warfare' that looks at the principal theatres, the scale of such operations, the Transport Service, the Commissariat, the administration of war policy, military planning (rather disorganised by modern standards), and a case study of the first British expeditionary success in Egypt in 1801, with an interesting map of the landing at Aboukir Bay.

The book then moves on to a detailed and interesting account of how the Transport Board brought forward shipping for government service. This transport fleet was extensive – over 1,000 ships by 1808-9 – chartered at various rates for various periods of time, as fully and clearly explained by Dr Sutcliffe.

This leads into an analysis of competing demands for merchant shipping that is an excellent concise analysis of the overall merchant shipping situation during the wars.

The British merchant fleet doubled in tonnage during the war and increased in numbers by almost three-quarters. A large proportion of the ships suitable for transport duty (220 tons and over) were hired, up to almost 40 per cent in 1808 – as the author points out, a considerably higher figure than previously recognised.

Licensed neutral ships operating under the overall cover of the Royal Navy covered trade. There was also an impact on increasing prices and occasional scarcities in certain commodities. This was particularly true with the coal trade as colliers were especially suitable as ships for carrying horses.

There were also shortages of seamen, despite almost 150,000 being available by 1813. I think

(based on the work of other recent authors) that Dr Sutcliffe rather overrates the advantages of merchant ships (except the level of wages – if paid). There were even cases, as the latter admits, (in a misprint sadly) that the Admiralty received complaints from the Transport Board about sailors being encouraged to desert to warships.

The next chapter on the dialectic 'Economy versus Efficiency' looks at the inefficiencies caused by transports being paid off to reduce costs only to have other, or the same, ships hired to cover a new expedition. There were too many conflicting uncoordinated authorities to avoid confusion and delays and, despite criticism, the Transport Board did as well as could be expected. The response time could be quite impressive given the weaknesses, by modern standards, in contemporary communications. In 1809 40,000 troops sailed for Walcheren within ten weeks; the failure of that campaign was not the fault of the Transport Board.

The book then moves on to the sometimes difficult aspect of naval and military cooperation in 'Conjunct and Amphibious Operations', with emphasis on the Peninsula Campaign. A key point here is the superiority of maritime logistics over supplies and support by land, a general point too often forgotten by land-bound historians of later wars as well as this one. There is also useful discussion of the successful maritime campaign against the USA in the War of 1812.

The following chapter covers the debate about whether warships, of which there was a surplus, could have been used as transports. Some were, but a significant problem never satisfactorily solved was the question of authority over the military forces aboard. Attempts to produce a standing rapid reaction force of transports also fell on stony ground.

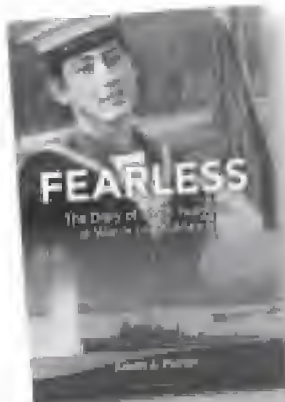
The book concludes with case studies of 'Castlereagh's European Expeditions 1805-08', '1809 A Year of Military Disappointments' (although the successful evacuation at Corunna was the Napoleonic War's Dunkirk with the Transport Board playing the key role) and 'The Turning of the Tide' leading to final victory in 1815. Dr Sutcliffe's conclusion is that "the Transport Board performed a vital but hitherto unrecognised service... by skillfully harnessing the operations of the market to obtain the ships that played a major role in all the military adventures that ultimately contributed to Napoleon's downfall."

The book fills an important gap in our understanding of perhaps the key dimension of the wars of 1793-1815. It is a very important work, vital to a complete understanding of a popular period.

Unfortunately it is expensive at £75 for 272 pages (one can save about £10 in an internet purchase). If ever there was a book that should appear in paperback it is this one.

Boydell, please note!

The Falklands as seen through the eyes of teenager Kevin



THIRTY-five years ago HMS Fearless led the San Carlos landings in the Falklands in what may possibly go down in history as the last war to be fought independently by our country.

The average age of her ship's company was less than 23; Kevin Porter was just 18, writes John Kelly, XO of HMS Fearless in 1982.

Many books have since been published about the conflict, but

Kevin's – *Fearless: The Diary of an 18 Year Old at War in the Falklands* (privately published, £14.69 ISBN 978-1546-517733) – is different.

We were both serving in what would eventually be the last steam-driven surface warship in the Royal Navy; in an era before mobile phones and social media had even been contemplated.

So contemporaneous accounts

are rare. Kevin, however, kept a diary.

His book contains the unexpurgated impressions of a junior signalman on the bridge of Fearless at war – seen 35 years later through the prism of a middle aged man who suffered from – and conquered – Post-Traumatic Stress Disorder.

His work contains diary entries, bolstered by memories, observations

and retrospective thoughts.

Of the air attacks on the San Carlos landings on May 21, Kevin writes:

"The noise was intense; the screaming of the aircraft as they flew past a few feet above our heads, the noise of the cannon fire and rockets being launched at the ships, the 'thud, thud, thud, thud' of the Bofors as they fired their clips of 40/60 shells at the planes, the

'whoosh' and smoke of the Sea Cat being launched not 20ft away from where we were standing, the smell of cordite burning the nostrils, the shouting from the lads on the intercom when planes were spotted and small arms fire from all around the ship.

"It was utterly terrifying and totally exhilarating all at once."

I have been humbled reading it and commend it to you.

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Pride in the name of love

AFTER a wave of bad news and terrorist attacks, Londoners let their hair down with one of the city's biggest parties.

One million people lined the streets of the capital to celebrate London Pride – the 11th formally attended by RN personnel.

LGBT+ – Lesbian, Gay, Bisexual, Transgender and other gender and sexual minorities – men and women across the Naval Service joined their Army, RAF and civilian colleagues to march through the capital.

This year's Pride event attracted particular attention and publicity as it marked half a century since homosexuality was decriminalised in England and Wales (it was 2000 before the ban was lifted in the UK Armed Forces).

Seventeen years on from that landmark ruling, the RN's Compass group – the Service's sexual orientation and gender identity network – supports all those serving including reserves, civilians, the Royal Fleet Auxiliary and all fighting arms of the Royal Navy and Royal Marines.

The Pride marching platoon was drawn from its ranks and organised by Surg Lt Cdr Mike Hill: "I'm proud to represent a diverse and inclusive Service which, alongside other government agencies and the emergency services, works to ensure the safety and security of our community and the nation."

"It's important we take part in events like this to show the public that being lesbian, gay,



bisexual or transgender is no barrier to serving your country in the Armed Forces. It's also important to show our people that we value their contribution, no matter what their orientation is."

"Supporting a record number of Pride events throughout the UK allows us to demonstrate our commitment to our diversity journey to the community we protect. Irrespective of background, all members of the Naval Service are valued for their unique skills and talents which drive improvements in our effectiveness as a fighting force."

Following the main Pride parade through central London, personnel marched down Whitehall to salute the fallen at the Cenotaph in poignant

recognition of the many LGBT people who have served Britain throughout history.

"Marching at Pride is the best feeling ever, and has led to some of my proudest moments in uniform," said Lt Cdr Hannah Mackenzie.

"We need to demonstrate acceptance, visibility and pride for our people. Diversity and acceptance within the organisation means that the team works better, leading to increased operational effectiveness."

It wasn't all about the capital, however, as Compass supported Senior Service presence at 15 other Pride events around the UK.

Brig Peter Cameron RM, LGBT+ Diversity Champion, said attitudes, policy and leadership had "moved a long way" since he joined the Corps in the mid-1980s.

"For me, the whole issue is ridiculously simple: respect each other," he continued. "We all have differences – backgrounds, origins, education, experiences, skills – but in the Armed Forces it is about being drawn together in a common cause."

"Respect for individuals means they are able to give more of themselves to the team. We all benefit – and life is much happier for everyone than a culture of suspicion or excessive conformity. As society has become more tolerant so the attitudes of Service personnel have generally shifted, and thus this message is much easier to get across than it has been hitherto."

Pictures: Sgt Rupert Frere, RLC

Tots to enjoy in Pompey

THERE are real ale events up and down the land. Munich has its legendary Oktoberfest.

So why not Portsmouth Rum Festival?

Why not indeed. So on September 1 and 2, the Historic Dockyard will host its first-ever celebration of the drink forever linked with the Royal Navy.

Kicking off with an exclusive black tie dinner on board HMS Victory, the festival will be sponsored by Pussey's, who have held the Admiralty's own recipe since 1799 and who donate a good proportion of their profits to RN charities.

Pussey's is the only rum blended in exact accordance with the Royal Navy's specifications; last issued on July 31 1970 – 'Black Tot Day' when the tradition of the daily tot, going back more than 300

years, ended.

As well as a three-course meal, hosted amongst the guns and mess tables as sailors would have dined, dinner guests will visit four 'rum stations' while on the flagship.

Experts from The Rum Club will introduce a range of rums from around the world, explaining the different brands and their unique heritage and flavours, and after dinner guest speaker, Peter Holland from The Floating Rum Shack, will talk guests through rum appreciation.

The dinner has only 90 places available and tickets cost £200 each with tables of six available. To book call 02392 989776 or visit www.historicdockyard.co.uk/rum-festival.

On September 2, the festival continues with a wide variety of

rums, from local classics (like Pussey's) to new blends, visitors can enjoy a tot while looking around the collection of historic ships/museums in the dockyard.

Tickets priced £20 each are available on the number/web address above.

Bike discounts

TRIUMPH Motorcycles are offering discounts on new bikes to all Forces personnel: £220 on motorcycles up to 1,000cc capacity, £300 for those above.

It applies to all new Triumph motorcycle sales at all the British bike brand's franchise dealers and is in addition to the final agreed price and any current customer offer. See www.forcesdiscount.com/providers/triumph-motorcycles.



EXCLUSIVE
RUM DINNER
ON
HMS VICTORY

Love Rum? Want to dine on the most famous warship in the world? Then join us for our exclusive rum experience onboard the historic HMS Victory on Friday 1st September 2017.

An experience to remember.

Limited tickets available.

historicdockyard.co.uk/exclusive-rum-experience



Portsmouth Historic Dockyard

AUGUST 2017: 43



Wakeboarders on crest of wave

ROYAL Marine Tony Evans, pictured above, competes in the Royal Navy's first official Wakeboard Championships at Box End Park, Bedford.

More than 20 wakeboarders, from beginners to seasoned riders, took part in the two-day cable competition, which comprised grassroots coaching and mentoring, followed by a full competition.

The championships were held just a year after the wakeboard team was established and chairman of the RN Wakeboarding Association, Surg Lt Cdr Stephanie Ingram, said: "The interest in RN wakeboarding has been astonishing."

"In addition to winning an Inter-Service title at our first competition, the progression and development of the riders throughout the season has been incredible to watch."

The competition was successful in attracting new talent to the sport – with an all-inclusive event covering camping, kit, food and tuition.

Wakeboarding has evolved from a combination of water-skiing, snowboarding and surfing. The rider is either towed behind a motorboat, or in this competition, towed on a closed-course cable system.

Largely a 'freestyle' sport, edging techniques are used to move the board and perform jumps, either using the natural wake of the boat or artificial features such as kickers or sliders.

At last year's Inter-Service competition the newly-formed RN team included seasoned rider



● Sub Lt Lucy Ingram

Pictures: LPhoto Ken Gaunt

Mne Evans, who won gold in the boat competition.

Wakeboarding is currently categorised as a 'non-recognised' sport in the RN, and the association's entry into the Inter-Service competition last year and this year's RN Championships was only made possible due to grants from the Sports Lottery.

Mne Evans was crowned Royal Navy men's champion, with CPO Matthew 'Beano' Ellison finishing as runner-up.

Sub Lt Lucy Ingram won the title of RN women's champion, with Surg Lt Cdr Ingram second.

The association, which has CPO Ellison leading the men's team and Sub Lt Ingram leading the women, now has more than 120 members.

It welcomes both beginners and experienced riders to join the club, in addition to water-skiers.

Anyone interested should join the Facebook group [Royal Navy Wakeboarding](#) for further information.

Instructor on target

HELICOPTER warfare instructor Lt Ed Holland has won the team gold medal in an international clay pigeon-shooting competition.

The 50th European Championships for FITASC (extreme sporting clay pigeon discipline), took place at Lulworth Castle in Dorset over four windy days.

With entries from across UK, Hungary, Czech Republic and Austria, the Royal Navy took all three podium places.

Over the four days of competition, participants had to fire 50 shots each day from different locations around the estate.

The European Championships saw competitors of all ages ranging from 16 to 84, men and women and a diverse range of nationalities. Some of the competitors were ex-Olympians and World Champions.

Ed, who is part of 824 NAS at RNAS Culdrose, has enjoyed clay pigeon shooting for many years.

He is one of the organisers of the Culdrose Clay Pigeon Shooting club which has around 25 members who shoot at Predannack airfield. They also run grassroots sessions where anyone can have a go for a small payment to cover the costs of the clays and cartridges.

Hat-trick for Culdrose

RNAS Culdrose Football Club was named Cornwall FA Community Club of the year 2017 at the Football Association Community Awards.

This makes it a hat-trick for the club, who won the prestigious award in 2014 and 2016.

RNAS Culdrose FC has 15 youth and four adult teams, with sides playing in civilian leagues.

Chairman of the club Lt Cdr Andrew Plenty said: "Having won the award last year for a second time we were honoured

to be considered again and to win it for a third occasion is just fantastic."

"It is reward for all the hard work and dedication by everyone involved with the club."

"We provide an extremely important community link between Service families and the local community and currently provide a safe and enjoyable environment for 280 children, 26 coaches and 115 Servicemen and women to play competitive football."



Destroyers battle until sudden death

ROYAL Navy and Royal Marines ice hockey players took to the ice for the annual Tri-Service and Inter-Service tournament in Sheffield.

Fourteen teams competed, with the Tri-Service Championship attracting sides from throughout the UK as well as from the Falkland Islands, Belgium and Germany.

The RNIHA entered two teams in to the TSC – RN Kings and RM Bootnecks – featuring players from 30 Cdo IX RM, CLR, CHF HQ, RMR Cardiff, 40 Cdo, 42 Cdo, 845 NAS, 852 Sqn AAC, HMS Duncan, Fleet Phot Group, 815 NAS, HMS Daring, Diamond, St Albans and Ocean and RNAS Yeovilton.

The two RN teams were drawn in separate leagues and the RN Kings were to play the Army Infantry, REME Stallions (A) RLC Chiefs, RAF Vulcans (A) AAC Ice Hawks and RAF Vulcans (B).

The RM Bootnecks were up against the Army All Stars, RAF Lossiemouth Jets, RE Sappers, REME Stallions (B) RAF Cosford Stars and RAF Blue Wings.

After the first two days of competition, the RN remained undefeated in six games to earn a spot in the semi-final.

The RM had won four and lost two leaving them joint second on points with two other teams, however due to goal difference rule they ended up finishing fourth and earning a place in the semi-final of the Tri-Service Plate.

In their cup semi-final the RN Kings faced the RAF Lossiemouth Jets. In a close match the score was 3-3 at the end of regulation time and the game went into sudden death.

After a minute of overtime LETWE Luke Frost from HMS Forth wound up for a huge slapshot from distance and the puck seemed to have eyes as it found its way through a mass of bodies and nestled in the top corner of the net. This sent the Kings through to the final of the TS Cup.

On the same day the RM competed in their plate semi-final but despite a valiant effort were handed a defeat.



The final day of the tournament would see the Kings compete against the RAF Bluewings in the final and the Bootnecks play the loser of the other plate semi-final in a final seeding game.

The Bootnecks took the ice first against the Army All Stars and in a game that was end to end and could have gone either way, the Marines team found themselves on the wrong side of a 3-2 score line. They finished eighth overall.

The final game of the week was the final between the Kings and RAF Bluewings. The final was a slightly different format to the group stages as it would be three 15-minute periods as opposed to only two periods.

The Bluewings came out of the blocks quickly and took an early lead, finishing the first period 2-0. A team talk from Kings captain AB(WS) Fitzpatrick rallied the team and they came out fighting in the second period, managing to bag themselves a goal and cutting the lead in half. The final period saw the Kings hunt in vain to equal the scoreline.

The main focus for the evenings were the Inter-Service contest.

The first fixture had 11 sailors and seven Marines suit up and hit the ice for the Royal Navy Destroyers as they faced the RAF Aces.

The Navy fell to two early goals and ended the first period 2-0 down. The second period was almost a carbon copy of the first and saw the Navy on the

wrong side of a 4-0 scoreline. A fifth and final goal from the RAF in the final period meant the game finished 5-0.

The second IS fixture was the RN Destroyers vs reigning Inter-Service champions, the British Army Blades.

The Navy took an early 1-0 lead and they doubled their lead in the second period, which also featured an heroic display from goalkeeper AB Luke Rowlands.

The final period saw the Army equalise to send the game into sudden death, during which the reigning champions scored.

The result meant that the RAF Aces faced the Army Blades in the final, a game that the Army went on to win.

AB Rowlands and Mne J Wiley won the most valuable player awards, with AB Rowlands picking up the best goalkeeper award and Kings and Destroyers captain AB(WS) J Fitzpatrick won the award for the tournament's best defender.

RNIHA General Secretary POET Paul Shannon said: "Four years ago we struggled to get 20 players together to form just two teams and this year we were in the position where we could have easily entered three teams."

For more information on Royal Navy ice hockey contact your unit PTI use the RN PDev Portal, or on Facebook under [Royal Navy Ice Hockey](#).

Pictures: LPhoto Stevie Burke



● Boxer Bobby Foreman receives his award from WO1 James Twycross, RSM of 43 Cdo

Accolades for sports stars

MILITARY personnel at HM Naval Base Clyde were recognised for their outstanding sporting achievements at a glitzy dinner.

Guest of honour was three times Olympic gold-winning rower Lt Pete Reid, who was on hand to congratulate Service personnel who picked up awards on the night.

Lead organiser of the award dinner, POPT Lee Foxhall, said: "Sport and physical development plays an important role in the Royal Navy, encouraging team work, determination and resilience. Each one of our winners has demonstrated those crucial attributes."

The winners were:
■ Sports Person of the Year – Powerlifter L/Cpl Sam Fowler of 43 Cdo.

■ Northern Region Team of the Year – The Northern Region Rugby Union team.

■ Outstanding contribution to physical development – Boxer Mne Bobby Foreman from 43 Cdo; PO Shaun Gamble, stalwart of the HMS Neptune Field Gun team; Hockey's Sub Lt Kate Pridham; LWtr Laura Young, for leading regular spinning classes; Manager of HMS Queen Elizabeth's football team, CPO Stevie Dalton; Telemark skier Royal Marine C/Sgt Simon Willey of 43 Cdo; Member of the winning Royal Navy Telemark skiing team, Lt Ramsey Shaw; and Capt Craig Mearns, Captain of HMS Neptune, in recognition of his leadership which has been instrumental in improving sport facilities at the base.



Bird's-eye view of pretty Provence

ROYAL Marine Nigel Lane soars above the hills of Provence in France.

The WO2, based in Plymouth, was one of four Senior Service paragliders picked for the United Kingdom Armed Forces side in an international contest.

They joined seven Army paragliders for the Ozone Chabre Open.

Several prize categories featured, including top pilot, best team and rookie classes.

UKAF paragliders all produced personal bests and three of the RN fliers met the goal during an 85km flight over an average of three-and-a-half hours, winning the team event.

Captain of the team was C/Sgt Grant Oseland RM, who also won the X-Class and finished second overall.

Further luck followed when one of the Army fliers won a £3,500 paraglider in the raffle.

Picture: Chris White

Somerset at crease

AFTER spending a good chunk (technical term) of 2017 keeping an eye on Russian military activity around the UK, HMS Somerset slowed the pace for a spot of leather upon willow.

Eleven sailors from the Devonport-based warship were invited to the County Ground in Taunton for the first day of a cricket championship clash between Somerset and Yorkshire.

Five sailors were invited out to the centre of the pitch for the coin toss while two, including Somerset born-and-bred CO Cdr Tim Berry, rang the bell to start the match.

"It was a great experience and a real privilege for all involved," he said. "We've renewed our links with the cricket club – and with our namesake county – all the while raising the profile of the RN in the South West."

His clubz, LPT Paul Sykes, added: "Today was my first time watching a cricket match and I really enjoyed it. We've been made to feel very welcome by everyone."

Despite a respectable first innings, Somerset lost to the Tykes by three runs.

Saints in ship swap

OFFICERS from HMS St Albans swapped their Type 23 warship for a racing yacht.

The group were invited aboard one of the 68ft yachts that circumnavigated the globe in Clipper Races.

The invitation came from Sir Robin Knox-Johnston after he and some of his race team went aboard the warship, currently in Portsmouth for maintenance.

Sir Robin is an honorary Captain in the Royal Naval Reserve and affiliated with the frigate.

With moderate conditions in the Solent, the yacht was under full sail in the journey to Cowes, on the Isle of Wight, and back.

"It was a great opportunity for officers from HMS St Albans to have the chance to experience a different day out on the water," said Sir Robin.

The Clipper 70-foot yachts will set sail from Liverpool's Albert Dock on August 20 for their 11-month, 40,000-nautical mile circumnavigation.

Burned in Benidorm

RUGBY Union players from HMS Sultan travelled to Spain to compete at the Benidorm International Rugby 7s tournament.

Eleven players from the Gosport base took part in the competition, under the stewardship of coach, CPO John Manners and manager, LPT James 'Jornno' Johnson.

Sultan played three matches on their first day, winning one and losing two.

Day two saw the Gosport team lose to a Chinese professional side before losing their final match against a team from Moldova.

Tips from top

THREE-TIME Olympic rowing gold medalist Pete Reed was the Guest of Honour at Bracknell & Wokingham Further Education College's annual Achiever's Awards Ceremony.

The RN lieutenant spoke to the students about his training regime, his success in three Olympiads and five World Championships and how he had overcome his own challenges to achieve his great success.

Soaraway success

A HAUL of medals – and the title of team champions – was the result as the largest Royal Navy team for years took part in the Inter-Service Paragliding Championships.

Around 50 military pilots competed in intermediate and open team events at the Joint Services Paragliding Centre in South Wales.

Day One saw Team Navy at a site called Nant-Y-Moel with the task set to fly 45km to Abergavenny in the shortest time possible.

Conditions were challenging but a number of pilots achieved flights away from the hill with several achieving goal.

Surg Cdr Andy Brown was a clear winner, ably supported by fellow members of the team, leaving the Navy in the lead after the first day.

Day two started on top of the Bloreng, near Abergavenny, with separate tasks for the intermediate and open class pilots.

The open task was to fly a 29km triangle away from the hill via two turn points and

back to Abergavenny. It proved to be a challenging day with good thermals and climbs to over 4,500ft.

The best military pilot was once again Surg Cdr Brown, closely followed by C/Sgt Grant Oseland RM.

Day three comprised a task from Pandy to Crickhowell via Abergavenny.

This proved surprisingly difficult and the fields below Pandy were scattered with grounded pilots.

However, Team Navy was once again victorious scoring three of the top six places.

The weather kept paragliders grounded over the following days so the Navy were declared winners, with the Army second and RAF third.

In recognition of his exceptional flying throughout the week Surg Cdr Brown was also crowned the Inter-Services Open Individual Champion as well as winning the RN Champion title.

C/Sgt Oseland was runner up with Lt Nick Winder RNR in third spot.

RNHPA President Rear Admiral Keith

Blount said: "Many congratulations on the stellar performance of the RNHPA at this year's Inter-Service Championships.

"I was thrilled that we were able to field such a large team and clearly it was replete with talent.

"Things like this matter. The Royal Navy has been on the receiving end of some disappointing defeats in other sports this year so this is a great outcome, particularly as it is aviation-related.

"Everyone played their part and should be extremely proud of their accomplishment. Let's do it again next year. BZ."

The RN team comprised: Lt Winder, C/Sgt Oseland, Cdr Jerry Owens, Surg Cdr Brown, WO2 Nigel Lane RM, Surg Lt Cdr Emma Holland, Lt Cdr Barney Pollock, Mid Alison Barrett, CPO Steph Cahill and Cdr Stu Blackburn.

If you are interested in learning to paraglide and fly competitively then please contact the RNHPA Secretary Lt Cdr Tim Oatley at NAVY CU-824 OEU FLIGHT COMMANDER



● Royal Navy paraglider Surg Cdr Andy Brown with his Inter-Service Champion trophy

Sultan trainees pack winning punch



● HMS Sultan's boxing squad celebrate with their trophies

HMS Sultan's boxing squad demonstrated their skill of hand at the Defence College of Technical Training's (DCTT) Inter-College Boxing Competition.

The DCTT educates personnel from all three Services in several different specialist areas: aeronautical engineering, electro and mechanical engineering, marine engineering and communication and information systems.

The inaugural competition was hosted by the Royal School of Signals Signal Regiment, Defence School of Communication Blandford, and competing teams from REME and HMS Sultan took up the opportunity to join them in the ring.

Nine bouts of three two-minute rounds were on the evening's card with Sultan's boxing squad made up of trainees.

Of the five who travelled to the competition, four made it into the ring, with AET John Young's bout a late cancellation.

There were wins for ETME Connor

McLellan, who won by a first-round referee stoppage, and ETs Michael Stappard and Kevin Dring, who both won by points decision and a loss for ET Joseph Bartlett.

Sultan were declared victors with 11 points, 11 Signals Regt were second with six points and REME third with four points.

The Sultan squad was coached to victory by POPT Peter 'Ozzy' Oswald and Errol 'Tommo' Thompson.

Ozzy said: "As Sultan's boxing coaches, we could not be prouder.

"The lads have spent so much time in the gym over recent months working towards this event, not only training in the evenings but also early in the mornings, all while completing a highly-demanding career course.

"To come away with a victory on the Army's own soil made the victory even sweeter and the lads should be very proud of this achievement. This is just the beginning of their boxing futures."



Picture: John Barnes/Jack Snaps

Thrills and spills on Mallory Park return

MALLORY Park hosted the Inter-Services Championships for the first time in four years.

The Royal Navy and Royal Marines Road Racing Team had ten riders competing in round three, with the RAF represented by eight riders.

It was the RAF who took the front row of the grid for the race.

It was not a good start for the Navy team as Lewis Roberts, who had qualified on the second row, was unable to start after crashing earlier in the day.

All the teams rolled onto the grid with the Navy only seven points ahead of the RAF, who were only four points ahead of the Army after two rounds.

The grid was set with RN Reservist Stu Goodson furthest up towards the front for the Senior Service.

As the lights went out the grid set off with the usual melee of riders diving through the pack into the first corner at about 90mph.

Coming out of the long right-hander, the entire field closed in on the notorious Edwina's chicane, which had seen many of the day's crashes.

Luckily everyone made it through without incident and the field started to settle.

After crossing the line for the first time and heading for the first turn, Royal Marine Brian Fuidge tried to make up a few places but missed his braking marker and soon ran out of talent and track. He ran onto the grass and crashed.

This left it to the last eight team riders to get as many points as they could to limit the damage.

It was a good opportunity for the new riders and they did well with Royal Marines Callum Scott and Dan Greenwood working up through the field after losing places on the start.

The Navy's Cemal Oram and Max Wilnot showed good consistency, finishing well and bringing in good points.

Stu was the top Navy rider in sixth place.

The championships moved to Rockingham as Navy News went to press.



Pasties all round for RN cyclists



● Cpl Craig Gould RM

Pictures: LPhot Joel Rouse

THE Armed Forces' top cross-country cyclists braved woods and water at this year's Inter-Service Mountain Bike Championships.

The Royal Navy hosted this year's event, which took place at Newnham Park in Plymouth, over a physically-punishing and technically-demanding off-road course.

The MTB Championships are just one of the events to be organised by Navy Cycling, who are also organising the Time Trial and Road Race Inter-Service contests.

Each Service sent their eight best riders to compete for the overall Inter-Service male, female and team titles.

The event also hosted the 2017 Naval Service Mountain Bike Championship race, which saw 50 competitors from throughout the country take part on the fringes of Dartmoor National Park.

Racer and event organiser Mne Will Fraser said: "The event was a great success. Although the race took place on one of the hardest cross-country courses out there, it was also one of the most enjoyable and challenged the abilities of the riders."

"It was a first race for lots of competitors, which is highly



encouraging for the sport and although there were a few falls, no one went to hospital."

With sheer rocky drops, super steep climbs and fast rooty descents, the course tested even the most seasoned racer.

A development race, aimed at introducing newcomers to the sport, was also included.

This gave competitors the opportunity to race the full course with the option to ride all the technical features. Parts of the course were adapted to allow newcomers to race, but the top riders were still expected to race the same technically-demanding obstacles as the national champions.

The Royal Navy celebrated winning the team event on home turf in traditional West Country style with post-race pasties all round, having five of their riders in the top ten places. The RAF

finished second and the Army third.

The riders faced searing heat as the men completed five laps of the course and the women four.

Winning female was Angela Laycock of the Army, while Ollie Yates, of 40 Cdo, was crowned Royal Navy Champion and Matt Kirkland, of 30 Cdo, won the novice event. The Under-21 title went to Gabriel Cox, of HMS Vivid.

For more details of how to get involved in Navy cycling visit www.navycycling.co.uk or visit the [RNRMCA](https://www.facebook.com/RNRMCA) Facebook page.

Results:

Men: 1st, Dan Lewis, RAF, 1.33.21; 2nd, Ollie Yates, 40 Cdo, 1.34.31; 3rd, Stu Makenzie, RNAS Yeovilton, 1.34.37.

Women: 1st, Angela Laycock, Army, 2.31.46; 2nd, Louise Pearson, RAF, 1.33.50; 3rd Juliette Long, RN, 1.53.28.



Players court success

TENNIS was played from dawn until dusk on the longest day at HMS Excellent to raise funds for charity.

Whale Island tennis club raised around £400 for Royal Navy and Royal Marines charities, along with Civil Service charities.

Around 33 military and civilian players took part as play was held throughout the day on two courts.

Richie Barratt won the fastest-serve contest with a delivery of 64mph, with Cdre Steve Pearson runner-up with 58mph. Lt Cdr Anna Misiak was the fastest-serving woman on the day.

Picture: LPhot Sean Gascoigne

ROYAL Navy personnel working on the F-35B Lightning programme undertook a 105-mile cycle ride for charity.

Members of the Integrated Test Force at NAS Patuxent River, completed the Skyline Drive in the Shenandoah National Park in Virginia.

A 14-strong cycle and support team, combined with their RAF colleagues to complete the arduous ride over two days.

Starting at the southern end of the Drive at Rockfish Gap, it appeared that the rain was going to play a major factor in how many riders might last the first day.

"At this time of year we are normally blessed with good weather, said POAET Sam McNicol, leader for the event, "but the weather defied all our expectations."

All the riders completed the 55 miles to spend the night at Big Mountain

campsite before the sun eventually came out on day two and the team finished at Front Royal, the northern end of the drive. They raised funds for the Wounded Warrior Project and Help for Heroes.

Lt Cdr Dale Collins, CPOAET Rob Warnett, POAET McNicol, LAETs Tom Rudge and Matthew Dworakowski are in the US preparing for the Lightning II trials aboard HMS Queen Elizabeth next year.



F-35 team reach for the sky(line)



Reigning men...

PLAYERS and spectators sizzled in the sun during the annual polo skirmish between the Royal Navy and the British Army.

Around 4,000 onlookers were treated to a great day as the two teams battled for the Hackett Rundle Cup – with the Senior Service emerging victors by a half a goal to take the trophy for the second successive year.

Lt Hiro Suzuki scored from the first line out within 20 seconds.

The Army bid to hit back with Sleeman creating chances but James Lucas, the RN coach standing in for injured Cdre Adrian Aplin, shut down the attacks with lofting backhands, which landed on the stick of Suzuki.

Half-time saw the RN ahead by a half goal on handicap.

Chukkas three and four featured end-to-end attacks by the two well-drilled sides.

Despite goals by the Army's Mulholland and Sleeman, the Royal Navy won the trophy by 7.5 to 7.

They received the award from First Sea Lord Admiral Sir Philip Jones, President of Royal Navy Polo.

Capt Dean Bassett said: "My first Hackett Rundle Cup and it was a huge one to play in."

"Thank you to Tidworth Polo Club, Tidworth Garrison, HMS Collingwood, all the sponsors and mostly the outstanding crowd. Tough... it was tough."

The fourth member of the victorious team was Lt Bob Santrian.

Prior to the main event, the Inspire Foundation Charity match saw jockeys and eventers show off their new polo skills.

Both teams invited one polo player who has suffered a serious life-changing injury, with amputee jockey Guy Disney and spinal injury doctor Fran Townend showing what the funds

raised for spinal medical research can achieve. The game ended in a 3-3 draw.

The REME parachute team then dropped in from 7,000ft with 12 parachutists giving a skilful display before the future polo stars from the Royal Artillery and Hampshire Hunt took to the field.

Next up was the Combined Services Polo Association taking on a team from the Republic of South Africa.

Combined Services won the match 6-4½.

The Hackett Rundle Cup was first played in Malta in 1909.

The Royal Navy won that first cup and the Army won the last time the match was played in Malta back in 1966.

After that it moved to the UK, where the Navy won the first recorded match in 1976 and had a hat trick of victories from 1994-96.



● The victorious Royal Navy team, from left, James Lucas, Hiro Suzuki, Dean Bassett and Bob Santrian
Pictures: CPO(Phot) Rob Harding



Living the bream



JUNIOR rate Jay Jae Barlow is a picture of contemplation as he takes part in the Inter-Service Coarse Angling Championships.

The AB from HMS Brocklesby was one of the members of the Royal Navy and Royal Marines Angling Association team competing at Shatterford Lakes in Worcestershire.

More than 30 people from all three Armed Forces took part in what is viewed as the highlight of the coarse angling calendar. And it was the Royal Navy who grabbed the title of Inter-Service Individual Champion.

Leading Regulator Wayne Cullingham was crowned the winner after netting 51.95kg of fish.

The RN policeman, based in HMS Westminster, said: "I'm really proud to have won."

"It's a great honour to represent the Navy at a sport I love and these last few days have been made even better by clinching the title of Inter-Service

Individual Champion."

The Army took the team title.

Set within 25 acres, Shatterford Lakes are considered one of the UK's best angling venues, with six lakes interlinked by natural spring water. The fishery is home to more than 11 species of fish, including bream, carp, catfish and roach.

Owner, and champion angler, Grant Albutt said: "This is the biggest event we've hosted at the fishery."

"It's been a pleasure to welcome the Armed Forces and I'm overwhelmed this venue was chosen when there are so many great fisheries around the UK."

The championships followed victory for the Royal Navy Maver angling squad in the Overseas Challenge.

The team returned triumphant from Holland with the title they last won five years ago.

Competing against teams from the Army, RAF and Ministry of Defence, the RN side – Royal Marines Adam

Palmer, Craig Tucker, Andy Batstone, Sam Cochrane and John Slater, with the RN's WO1 John Harvey as manager – fished on the River Spui and Voorne Canal during the six-day contest.

Team captain C/Sgt Palmer said: "The lads fished brilliantly, winning the first day with a combined weight of 73.950kgs."

"Highlights were John Harvey winning his section on the river with Andy second and Craig and me both finishing second in our sections on the canal."

Day two saw Andy net 38.650kg for a section victory, with John Harvey finishing second with 35.7kg. Adam won his section on the river, with Craig finishing second. Overall the team finished the day in second place with a total catch of 110.950kg.

Craig proved to be the team's hero of day three, topping the field on the Voorne Canal with a catch of 29.750kg.

The fourth day of competition was the best for the RN side, with Adam netting 33 bream, weighing a combined 58.7kg. Craig won his section with 25.8kg, with Andy winning his section with 32.875kg. John Harvey and Sam finished second with John Slater finishing third in his section. The team's total of the day was 145.440kg, giving them a lead of 54kg.

Conditions on day five were far from ideal, with the team adding just 42.150kg to their total, which still gave them the team prize for the day.

"The lads adapted really well to the changing conditions with the stand-out performance on the day coming from young Sam Cochrane who, after an indifferent start to the week in what was his first overseas competition, weighed 12.100kgs, which won the section and the venue," said Adam.

Craig and Adam also won their river sections, with Andy winning his canal section and John Harvey finishing

second. The team went into the final day of competition with a lead of more than 66kg.

The final day saw Andy win his section with a catch of 18.6kg, with Craig and Adam also winning their sections.

The RN team finished as Overseas Challenge Team Champions with a net catch of 513.07kg. Adam grabbed the individual honours with 134.21kgs, with Andy second with 112.615kg and Craig sixth.

Adam and Craig also won the pair's event with 229.88kg, while Andy and John finished third with 185.415kg.

The Royal Navy and Royal Marines Angling Association include four disciplines of angling which are coarse, sea, game and carp.

If you are in the Royal Navy or Royal Marines and are interested in getting into fishing or would like more information visit <http://rmandrmaa.org.uk/>



● From left, Inter-Service action with LReg Wayne Cullingham holding two of his haul, C/Sgt Adam Palmer, WO1 John Harvey, PO Graham Parker and PO Barry Ferguson

Pictures: LPhot Joel Rouse